CYCLE NEWS®

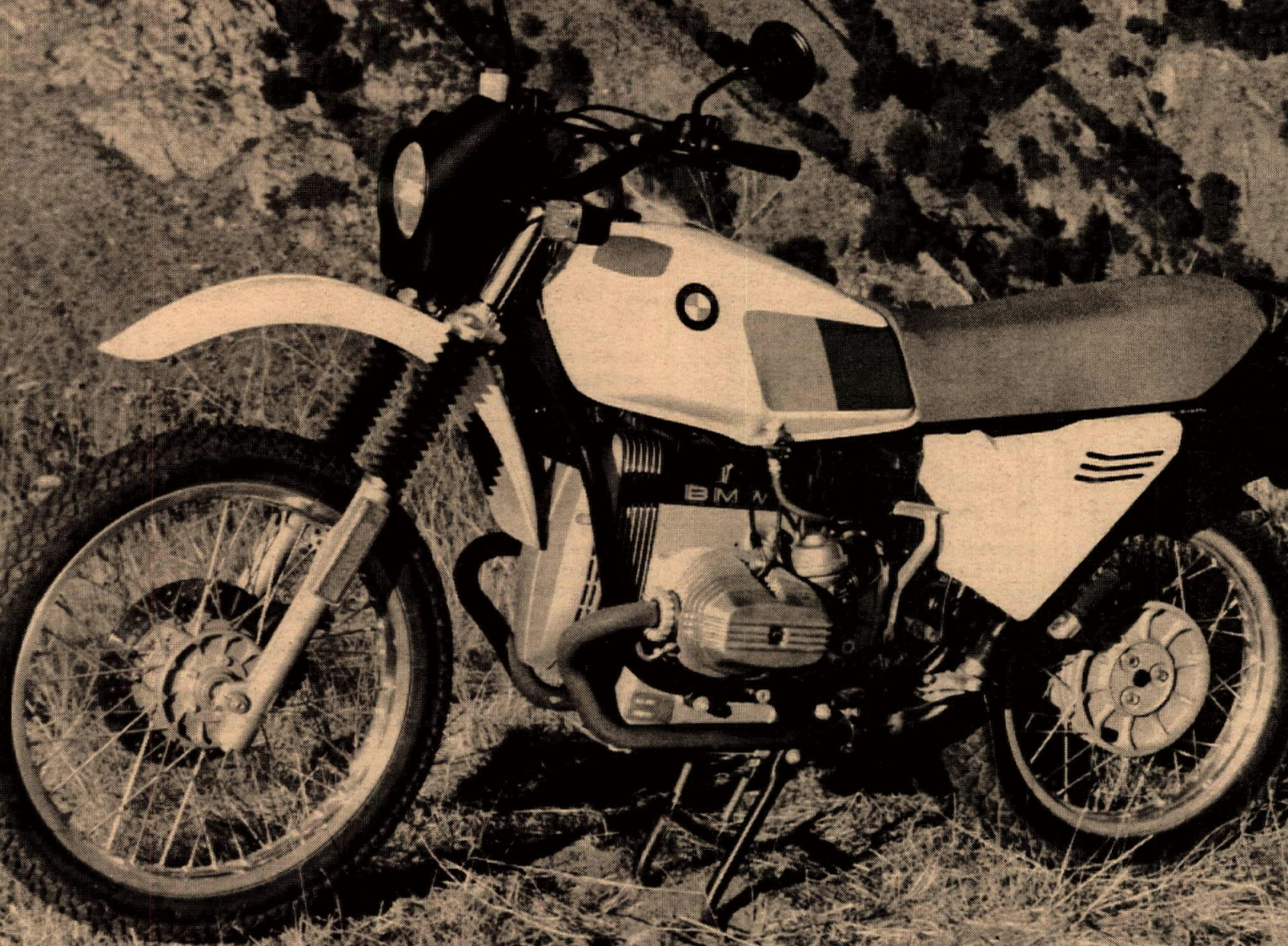
WEST Volume XVIII : Number 2 : January 2[illegible] 85¢

Impression: BMW R80G/S

What's a nice bike like you doing on a dirty trail like this?

CMC's Golden State goes international at Lake Madera

Federal funding for motorcycle education? Maybe...



AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Veteran motorcycle and auto racing champion Malcolm Smith was named "Person of the Year" in off-road racing by a vote of his fellow competitors in SCORE International. Malcolm received the sport's top award at the annual SCORE banquet held Jan. 10 at the Los Angeles airport Marriott Hotel. He won the season championship in the single-seat unlimited class (Class 1) but was honored more for his reputation as a sportsman than for his victories in the success of the 1980 season. Jim Fishback was honored as the overall motorcycle point champion as well as the 250cc motorcycle class Rider of the Year. Fishback's 1980 victories include the SCORE Parker 400, SCORE Mexicali 250, SCORE Baja Internacional and SCORE Baja 1000. Yamaha received the Motorcycle Manufacturers of the Year Award.

Round two in the 11th Annual Florida Winter-AMA MX Series took the riders to Gainesville, FL, for a race over a very different Florida track. Instead of flat terrain and deep sugar sand, the AMA Pros faced hard, hilly ground that decidedly favored the non-locals. Team Suzuki's Mark Barnett dominated the 125cc race, turning in a 1-1 performance. Bob Hannah wheeled his Yamaha to a 6-1 250cc class win over Chuck Sun's 3-4 ride on the works Honda. Kawasaki's David Bailey was third. In the big bore race, Husky rider Gary Pustelak stole the show with a 4-1 afternoon.

Former Assemblyman Bob Hayes announced that he'll be running for the office of Los Angeles County Supervisor in the 1981 elections. Running in the first district — the San Fernando Valley — Hayes will face the man he defeated in the 1978 Assembly race, Jim Keysor. The primary election is Apr. 14 and since it's a non-partisan race, Hayes can win it there if he gets 50% of the vote cast, plus one. Otherwise it's on to the general election, June 2.

The lawsuit for an injunction against the Bureau of Land Management's California Desert Plan, brought by the American Motorcyclist Association, the National Outdoor Coalition and others, has been continued until Feb. 12. The continuance was requested by the plaintiffs because the BLM's Final Plan, or decision document, changed so drastically from the final draft that they needed more time to study it and other relevant documents. "The Plaintiffs in the case are having difficulty obtaining certain documents, and the court has ordered the BLM to make those documents relevant to the plan and its implementation available," said AMA Government Relations Associate Director Rob Rasor in a Jan. 12 phone call. To that end, BLM Desert District Director Gerald Hillier has been ordered to give a deposition on or before Jan. 26. Rasor also said that Kern County will be joining the suit, along with AMA, NOC, Inyo County and the California Mining Association.

There's a rumor going around that the Hooks are in the process of selling Blendzall Corporation. The new owners probably will have a booth at the Jan. 16-19 Anaheim Expo.

Honda, Triumph, Ed Kretz and Yoshimura R&D have donated approximately 150 items to be given away as door prizes at the Jan. 18 L.A. Trade Tech Banquet, according to organizer Pat Owens. Thomas Stevens, President of the college, will be a featured guest speaker. The film *King Kenny* and Honda films about their 500cc World Championship MX Series campaigns will be shown, too. Phone Owens at 213/746-0800, extension 212 for ticket info.

Reward: $4,000. Roger Riddell, who lost his van and two motorcycles used in the re-filming of *On Any Sunday II*, has offered a $4,000 reward for information leading to the recovery of the RC450 Honda motocrosser, serial number 000948. The offer expires on Mar. 1, 1981, so keep your eyes open for the missing machine. If you have any leads, phone Roger or Connie at 213/273-2912. The van was found burned.

While talking with Roger Riddell about his missing motorcycle, Papa inquired about *On Any Sunday II*. Riddell referred to the film, only half-jokingly, as *On Any Sunday III*, and said that it's a totally new movie. Only one scene has been retained from the original OAS II: the Bernie Schreiber observed trials sequence. Release is scheduled for L.A. this summer.

Fast qualifiers at the Winston Pro/Houston short track and TT events will receive special awards from Russ Collins' R.C. Engineering. "From the fastest to the fastest" says the almost-200mph-in-the-quarter-mile record holder.

Where can you see 10 Harleys race with four BMWs, once Vincent, 17 Ducatis, four Triumphs, seven Nortons and eight Moto Guzzis? At Daytona, on the Friday of 1981 Daytona Cycle Week in the Battle of the Twins race. Jon Minonno's Triumph, Dave Emde's BMW and Jim Adamo's Ducati are only three of the shall-we-say-interesting field. Entries are still open, so dial 813/665-4098 (Dwain Williams) or 813/525-5639 (O'Briwn Flowmetrics) for details.

Culp Enterprises, our former marketing director's business, has moved. Tom and Pat now do business at 3811 Schaefer Ave., Suite G, Chino, CA 91710. New phone: 714/627-3592.

Dealers who sell Bell Helmets are in for a treat: On Jan. 26, Bell Dealer Day, they'll get a tour of the factory and a chance to win a trip for two to either the Feb. 7-8 Houston Winston Pro races of the Feb. 14-15 Seattle Supercross! The trip includes airfare, hotel and race tickets. Dealers may sign up for Bell Dealer Day at the 15th annual Anaheim Expo in the Bell booth, or just phone Tim Rockwood at 213/921-9451.

The purse for the Jan. 31 Anaheim Supercross is $28,540, and the final event winner will receive $4,025. Prize bucks for the Feb. 14-15 Seattle Supercross is $40,080 with the winner from each night getting $2,745. Just in case you were wondering but didn't know who to ask...

More money, of course, comes from contingency donors. Bell Helmets, for example has marked $15,000 for the '81 AMA Supercross Series point fund. The winner will get $5,000. Bell also will award $15,000 to the Winston Pro Series, $2,000 to the Grand National Road Race Series, $2,000 to the AMA Superbike Series and other individual Awards to special events such as the three USGPSs of Motocross and The Superbikers.

For 1981, there will be a change in the California Superbike School format. A recent survey of the 450 students who attended the school since June showed a desire to have the riding session broken down into two sections, with a review of the lap times and progress done between each riding part. The new format has been tested at the last two Riverside events and will continue due to the excellent results. The survey also revealed that 25% of the riders polled had no desire to go racing before the school and then seriously considered it afterwards. Seven percent considered racing before but decided against it afterwards. Seventeen percent had never considered racing and still didn't. Fifty-one percent had thought about racing before and were still seriously considering it. Eighty-two percent were coming back to the school again for another ride. Eighty percent of the riders experienced definite improvements in their riding ability and confidence. Fifty-five percent felt they were safer riders after the school. Ninty-five percent would recommend others to go to the school. Five percent would recommend the school but not to learn or expect to be Kenny Roberts at the end. Students may bring and ride their own bikes in 1981. Separate riding sessions are now being scheduled for riders wishing to run their own machines. The students will be able to get more laps and pay a reduced price from the students using school Kawasaki KZ550s. An even further reduction in price will be given to students who already own their own riding gear. Riverside sessions will be $120 for 1981, up $10 over the 1980 price. In addition, students wishing to be covered under the medical policy will pay an additional $10 for the $5,000 coverage. Even though there have been no claims against the medical policy in 1980, the school raised the coverage to $5,000 from $3,000, "just in case." New also for 1981 is the machine damage policy. For $7 the students can completely cover all costs resulting from any accidents involving machine damage, no matter how great that damage might be. Laguna Seca sessions will be $130, up $5 for '81. Golden State Raceway will also be $130 for the regular school sessions. Survey results on the Kawaski KZ550: 95% of the students like the handling and general feel of the bikes. Five percent liked their own bike better.

Vintage buffs who wish to enter the Vintage Race Wednesday, Mar. 4 or the Saturday, Mar. 7 Concours d'Elegance during Daytona Cycle Week may obtain entries for either event from Mike Lewis, 10200 Nevada Ave., Chatsworth, CA 91311. He may also be reached at 213/882-4489.

The 1981 U.S. round of the World Championship Observed Trials Series will be held in Watkins Glen, New York, on June 14.

Due to the remodeling of Anaheim Stadium, the track for the Jan. 31 Supercross Kickoff '81 event will be changed somewhat from the 1979 course. There'll be more jumps, more wide berms and no bridge to block spectators' view. Kawasaki's Team Green will be on hand, scouting for talent. Tickets, by the way, are available at participating Kawasaki dealers here in SoCal as well as through Ticketron, Mutual outlets and at the Anaheim Stadium box office.

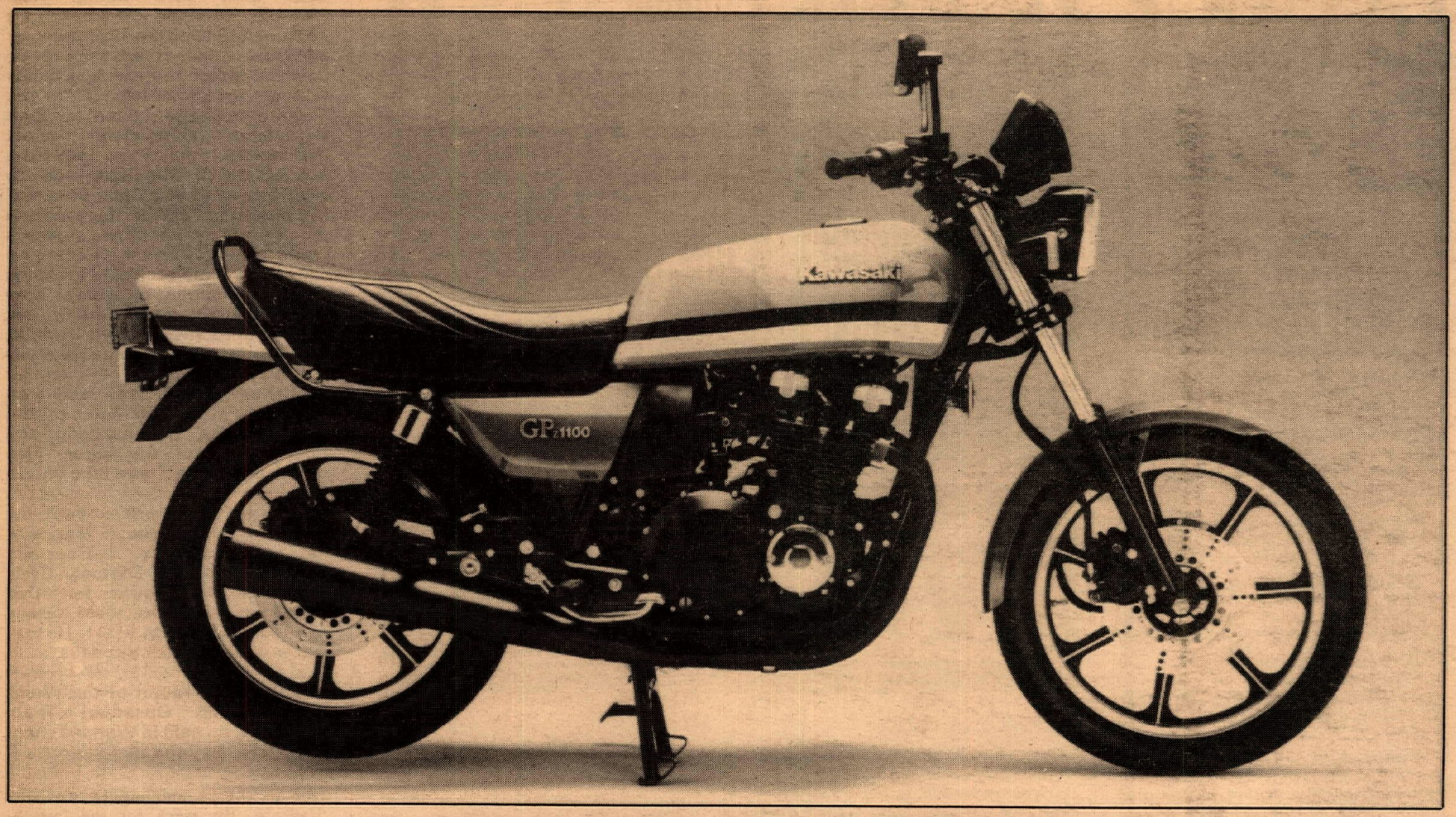
Interested in motorcycle safety? Live in the Tucson, AZ area? Then don't miss the Southwestern Regional Motorcycle Safety Conference, Mar. 9-10, at the Tucson Community Center. Dr. Charles Hartman, President of Motorcycle Safety Foundation; Dr. Harry Hurt, author of the Hurt Report, and a representative from National Highway Traffic Safety Administration will speak to all interested motorcyclists. For details, phone Mark Grushka at 602/626-6550.

Motorcyclists in central California will be interested in hearing about CCMA, the Central California Motorcycle Association, which is centered in beautiful downtown San Luis Obispo. Good things are happening, and you may contact them by writing CCMA, 446-B Lawrence, San Luis Obispo, CA 93401. Membership dues? How does *free* sound to ya?

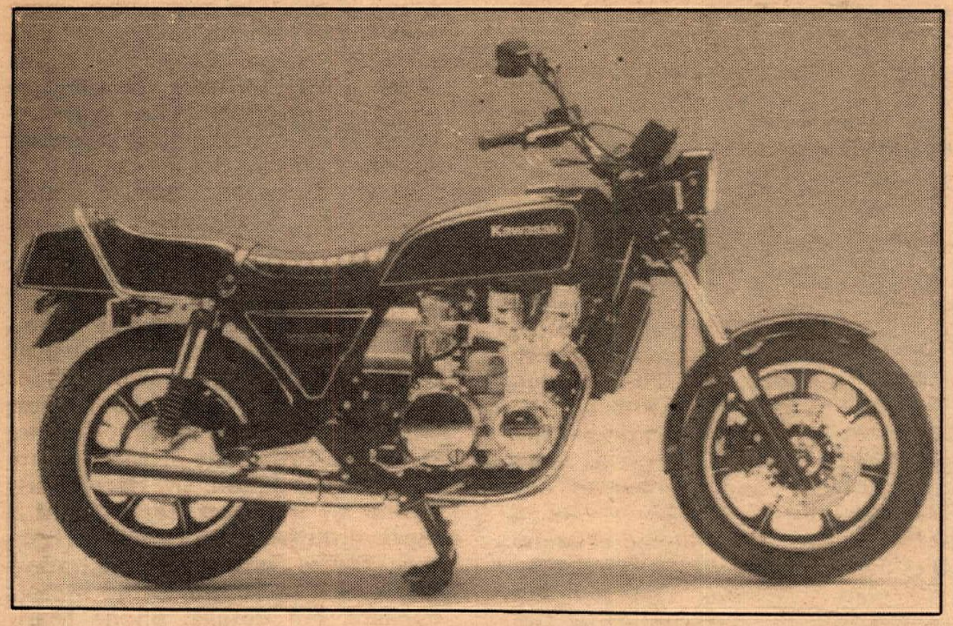
Can't let a little rain stop you. The CRC Saddleback race slated for Jan. 11 was rained out, and unfortunately that was the final qualifier for CRC's Feb. 1 Anaheim Stadium race. Fortunately, CRC has decided to give qualifier status to their Jan. 18 Indian Dunes event. One last chance to ride in Anaheim Stadium; don't miss it! More info at 213/830-7519.

S & W Engineering has moved. The "Total Suspension System" people now do business at 7051 Village Dr., Buena Park, CA 90621, 714/739-4465.

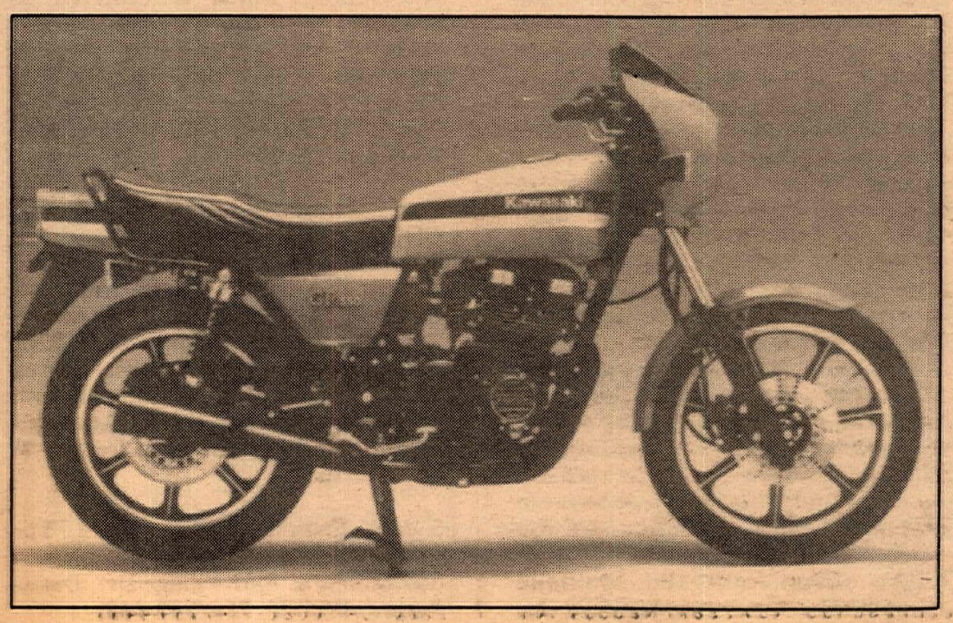
Kawasaki 1981

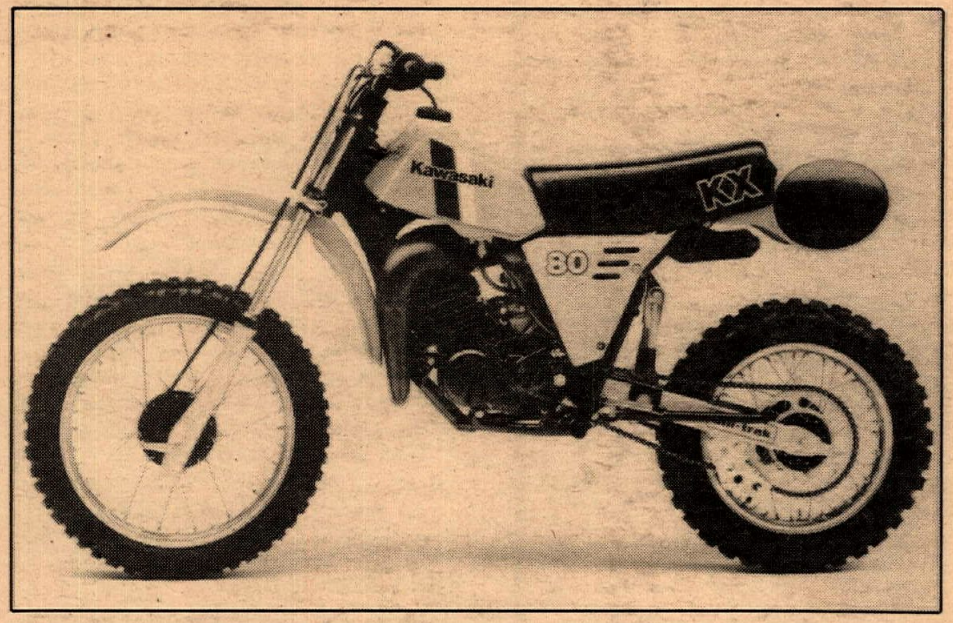


This is it--Kawasaki's top of the line road bike, the GPz1100. It features a rubber mounted 1015cc engine, electronic fuel injection, oil cooler, anti-hotwire system, quartz halogen light with reserve lighting system, and a claimed dry weight of 523 pounds.

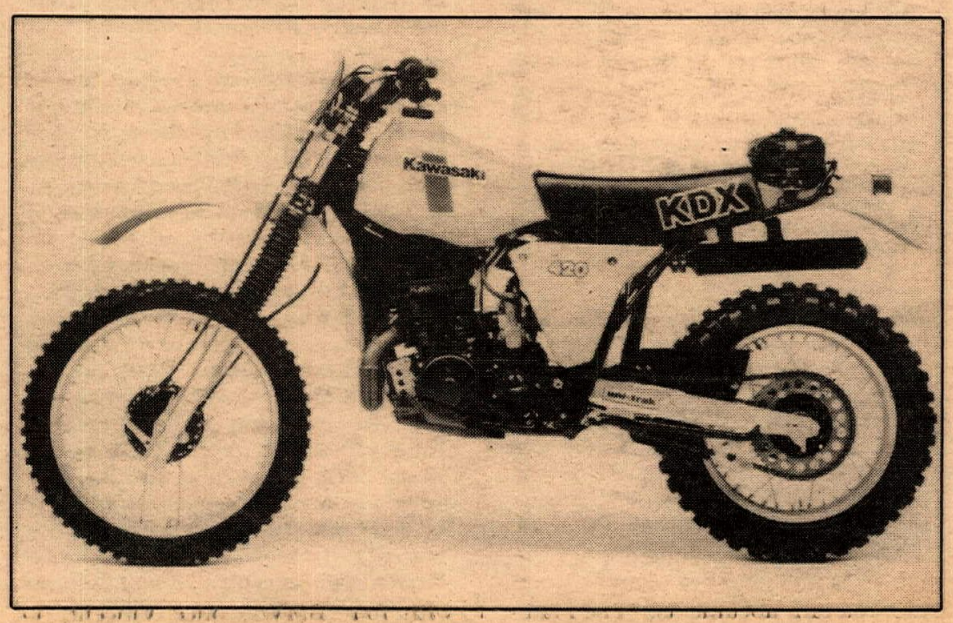


(Above) Kawasaki's largest, the KZ1300, dieted to lose 38 pounds for '81 (now weighing 654 lbs. dry). A dual density foam rubber seat, equalized air forks and equalized five-way adjustable air shocks soak up discomfort on long trips. (Below) The GPz550 will no doubt be a canyon racing threat with its more powerful engine, oil cooler, triple discs and quarter fairing.





(Above) It's Uni-Trak time for the KX80 in 1981. Coupled with an air/spring fork assembly with both ends at 8.3 inches of travel, the reed-valved mini motocrosser should be a threat in its class. (Below) Kawasaki's big-bore woods bike, the KDX420, is also Uni-Traked in '81, as is the KDX250. The bike has been increased by 20cc over the '80 model.



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ON THE FRONT PAGE: BMW jumps into the on/off-road wars with the new R80G/S. Familiar 800cc engine is packed into a new Monolever chassis. An impression begins on p. 10. Photo by Samurai Kariya.

INSIDE

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VOICES

Arizona duck backer

Just wanted to let you and your readers know that we finally sent the Duck some money. (I felt quilty every time I got my *Cycle News* in the mail.)

Do you know what the Duck did? Besides holding down his job and working to keep your California desert open, he wrote us a two-page letter explaining what he is doing and why. Louis McKey took the time to respond to us. This man is tops with us; his sincere efforts matched by only a few.

Did you guys know that if the BLM succeeds in closing the California public lands it will probably set an example on a national scale? Other states may say, "Well, California closed all their excess public land to public use, so we can do it too."

Get off your duffs, Southwest, Midwest and East Coast. Help the Duck with some bucks, because we will be next.

God bless you, Louis McKey.

DICK & KIM PRUETT
Glendale, AZ

Kidd sounds off!

I hate writing this letter, but I think it is about time someone puts the money situation into place on the Grand National circuit.

As for some people saying there is no money in Class C racing, that may be true to some degree, but I think this is true in nearly all motorized sports.

Everyone complains, "No money!" The reason for a small profit at the end of the season means no major sponsor. (Ask Kenny Roberts if he is getting rich off the GP purses.) Don't get me wrong, I do believe some tracks can afford larger purses, but that is another story in itself.

I have seen so many racers sit back and wait for the phone to ring. This does not happen; I don't care if you are the Grand National Champion (This has been proven).

There are a few racers who do know the true meaning of professional motorcycle racing. I don't think it is fair for these riders to complain when it is their own fault. Why should they cut down my sport and my profession for their laziness?

All major sponsors read and keep up with their involvement in any sport. When they read about top riders saying we are going down hill, that hurts the ones who have hustled and brought them into Grand National motorcycle racing.

The top riders have a great market area for some sponsors. Go out and get them! If you need help, please write me or get in touch with someone who knows how to handle such a presentation. Please stop cutting down our great sport — the Winston Pro Series.

It takes a lot of hard work and knocking on quite a few doors, but it does pay off.

MIKE KIDD
1901 Northcliff
Ft. Worth, TX 76039

Off the mainjet

The content of *Motocross Action* magazine's column, On The Mainjet, by that publication's editor, Dick Miller, in the January issue, pertains to the non participation of the U.S. at the Trophee and Motocross des Nations.

During the course of the column, Dick quoted portions of a conversation with Gerrit Wolsink and left his readers with the impression that the ISDT receives funding from the AMA that is not available for Motocross and Trophee des Nations.

"He, (referring to Wolsink) couldn't understand how we could send over 40 riders to the ISDT in France and could not send four riders to the Motocross and Trophee des Nations. The question was raised as to how much the AMA earns by holding two-day Qualifiers, and how many officials went. Enduros, although a legitimate motorcycle sport, are not exactly financial bonanzas."

Prior to, and after the above quoted paragraph, there was no further reference to the ISDT and there was no mention of Dick's answer to Gerrit.

By not responding, Dick has left his readers with the assumption that the AMA pays the way and supports several officials at the ISDT.

That's a bunch of crap and Dick Miller knows it. If he didn't know, a phone call the the AMA was in order.

The ISDT effort is funded as follows.

1. Manufacturer support.
2. Contributions from devoted clubs or individuals.
3. Contributions from accessory manufacturers and distributors in the form of money or accessory items.
4. Personal expenditures on the part of the riders themselves.
5. Excess funds from the tour agency that each year fills a plane to go to the ISDT.
6. Proceeds from the sale of ISDT support patches and decals.

In 1981, two AMA personnel attended the ISDT. Kathy Wanta served as the U.S. representative to the FIM Jury, and Hugh Fleming served as the U.S. Team Manager. Their expenses were paid by the travel agency, the FIM and contributions to the ISDT fund.

Not one nickel of AMA membership money, or Amateur activities money, or any other AMA money, is used to fund the ISDT effort.

I believe Dick used the ISDT and the question of funding to link together portions of his column and to further establish his personal viewpoint; that being, that the AMA should fund U.S. participation in the Trophee and Motocross des Nations.

That's O.K. with me...*providing*... the funding comes directly from the professional racing department, and that the professional department is funded 100% from professional racing activities.

Regardless of Dick's reason, he owes an apology to the AMA, ISDT riders and all those persons that contribute time, effort, and money to send 40 participants to the ISDT.

My response to Dick's comments are being sent to *Cycle News* for publication while the Mainjet column is still fresh in the minds of the cycle fraternity. A copy will be sent to Dick, but should he decide to print it, it would not appear for at least a couple of months. The false implications need to be aired immediately.

LARRY MAIERS
Hi-Point Racing Products
Lorain, OH

Training Wheels kudos

I speak for the Mother Lode chapter of the Trail Bike Sportsman's Association when I congratulate the California Enduro Riders Association on their Training Wheels enduro.

Although I've had the opportunity to ride this event on several occasions, this was the first time for several of our club members. Each of us agree that you have obviously exerted an extreme amount of attention to present a ride that is both safe and challenging. And that's a challenge in itself. We enjoyed the numerous speed changes, the lack of any significant bottlenecks, the varied terrain, the safety spotters you had on the course, and the organization your club displayed, along with your genuine concern that each rider enjoys himself while you are host.

Unfortunately, a few other clubs hosting an event will fulfill their responsibility in offering an enjoyable event, yet lack the personal touch of really caring for each rider. That particular quality you display has brought me back year after year. And I know the club has already put it on their calendar for next year.

Again, congratulations and thanks from each and every one of us.

DUANE PERDUE
President, Mother Lode Chapter, TBSA
Auburn, CA

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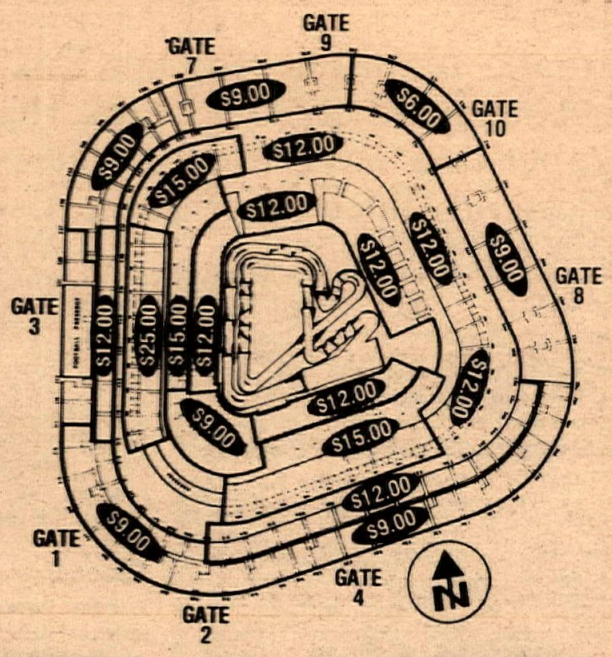


(Clockwise from top) Phil Larson (44), Rex Staten (34) and Tim Ellis (29) waste no time getting in front of the pack and carnage in 250cc Pro action. Larson went 1-5 in the 250s for second and 7-3 for fourth 125. George Holland (137) drag races Ron Turner through a section of whoops.

DG Golden State MX Series: Round two

Staten tops two, Magoo uses his head at Lake Madera

By Terry Whytal

MADERA, CA, JAN. 11

Yamaha teamster "Rocket Rex" Staten managed to avoid the bad luck that plagued his competitors en route to victory in both the 250cc and 500cc Pro classes.

"This is a tougher series than last year," exclaimed CMC 1980 500cc Champ Steve Rhyan between motos, and Broc Glover, Brad Lackey, Darrell Shultz and Graham Noyce would probably agree as problems kept all three Americans from the winner's circle, and former World Champ Noyce failed to qualify due to unlucky placement behind falling riders.

Grey skies and bitter cold couldn't dampen the enthusiasm of the crowd as Suuki's Ron Turner and Yamaha support rider Danny Chandler took turns dazzling the spectators with come-from-behind rides in a two-way battle for the 125cc Pro win. Turner had to settle for second.

The veterans again provided the entertainment between Pro motos with Maico rider Greg Gustafson juking his way to victory with a first moto win followed by a runner-up placing in moto two. Topping Gustafson in the second Veterans Junior class was Suzuki rider Bill Miller who picked up the second place honors of the day. Jody Weisel piloted his Maico to third overall ahead of Greg Young on a Yamaha.

500cc Pro

Brad Lackey debuted his new Suzuki ride by showing up at Madera with a stock 1980 RM, but the misfortune of teamster Darrell Shultz who twisted an ankle and called it quits for the day gave Lackey the opportunity to ride a works Zook for the first time. Lackey found the mount to his liking and quickly blasted into the lead of the first 500cc Pro race. Hot on Bad Brad's rear wheel were Maico rider Jerome Heiberger and Yamaha riders Broc Glover and Rex Staten. Arlo Englund pushed his Yamaha into fifth as Honda rider Ron Sun and Pro Circuit Husky ace Jeff Jennings battled for sixth.

Glover put a classic block pass on Heiberger on the tricky off-camber hill leading to the finish and Staten soon followed to keep the pressure on the three-time National champ. Glover reeled in Lackey as the moto reached the halfway point, and soon the two were side by side with Glover inching ahead. Lackey dueled back but soon allowed Glover to slip out of striking distance. "I've never ridden the bike before, and I'm a bit out of shape" explained Lackey in the pits later. Glover held to the finish with Staten picking up third behind Lackey and Englund finished fourth ahead of Heiberger.

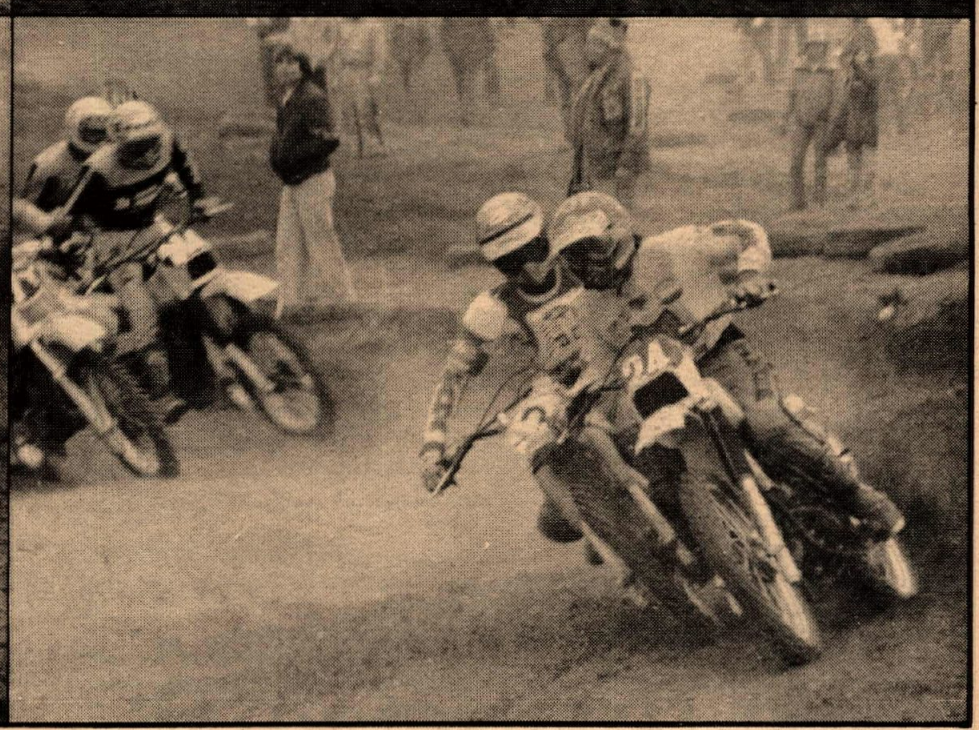
Maico rider Eric McKenna dialed in the awesome power of his 490 Mega Two and roosted into the lead at the start of moto two. Wil Harper placed his Maico in second before succumbing to mechanical problems and allowing Kevin Davis to move his Maico into the number two slot.

Staten applied pressure on Davis from third while Jennings, Lackey and Glover argued over fourth spot. Glover found a way into fourth as Lackey took a spill and Jennings began to fade. Staten and Glover worked past Davis and traded a few paint scratches before Glover's rear wheel desintegrated on the rough track surface.

Staten made a last minute charge at McKenna, but the stylish Maico rider had the track wired and reached the checkers first. The overall win was Staten's, however, with McKenna taking second, Davis third and Englund fourth.

250cc Pro

Bremerton, Washington Yamaha rider Phil Larson surprised everyone as he ran away with the first 250cc Pro race. Larson fought back strong challenges from Yamaha riders Tim Ellis and Rex Staten on his way to the checkers. Broc Glover, who won last week's 250cc event, tangled on the start with



(Clockwise from top left) Rex "Who's Your Sponsor?" Staten picked up wins in both 250 and 500cc Pro classes. Danny Chandler visited the winner's circle thanks to cool, quick rides. Mike Tripes (24) doesn't let Jon Nelson intimidate him en route to 10th 125cc Pro; Nelson was 11th. Brad Lackey (2), borrowing a works Suzuki from new teammate Darrell Shultz, keeps an eye on Broc Glover in the big-bore race.

Honda rider Bryan Maloney and worked his way up from last to seventh at the checkers. Honda teamster Ron Sun picked up fourth behind Larson, Staten, and Ellis. Suzuki rider Clint Hardick finished fifth, and Rick Johnson put his Yamaha into sixth.

Glover was hungry for the win as 30 Pros rocketed from the start chute and onto the track for the start of moto two. Glover danced his way into the lead showing world class speed and style as he opened a 15-second lead over the second place battle between Staten and Yamaha rider Mark Lawrence. Lawrence was unable to overcome the Rocket's determination and had to settle for second at the flag. Staten again clinched the overall with Larson picking up the second place money ahead of Glover, Johnson, Lawrence and Hardick.

125cc Pro

"I'm starting to use my head more and not take so many chances," noted Danny "Magoo" Chandler after topping the 125cc Pro race, asserting between mouthfuls of post race spaghetti and French bread, "I'm more patient in working up from a fall or bad start."

Chandler did have a bad start in moto two but race one saw the bad luck award go to Suzuki rider Ron "Radical" Turner. Turner took a trip to the turf at the start but quickly began picking off riders.

Suzuki rider Jon Nelson had taken the early lead in the race only to have Chandler, Suzuki R&D rider George Holland and Yamaha's Scott Burnworth power by in the opening laps. Burnworth displaced Holland for the number two slot as Chandler clicked off 2:46 lap times and pulled away from the field.

As the race neared the final laps, Turner amazed all by working into fourth place and pressuring Holland. Holland soon fell victim to the more experienced rider's choice of lines, and Turner had one lap to reel in Burnworth for second. Turner's charge fell just short at the flag as Burnworth held on to the runner-up position. Holland finished fourth with A.J. Whiting sliding his Yamaha in for fifth.

Turner and Chandler traded scenarios at the start of race two. Turner jetted into the lead, his watercooled Suzuki floater dancing across the energy-sapping sand whoops while Chandler fell in the first turn.

All eyes were on Magoo as he began his charge through the pack, picking off riders almost casually until he had worked into the top 10 at the halfway mark.

Chandler's pyrotechnic leaps had the spectators crowding the fences to watch in awe as he lowered the day's lap times to 2:42. Turner continued to pull away out front but could do nothing to stop Chandler from working past Holland and third place Phil Larson at the finish and earn the overall victory. Turner pocketed the second place money with Holland taking home the number three share of the $3,000 purse ahead of Larson and Whiting.

Round three of the DG Golden State Series moves to Fremont Raceway next week where Brad Lackey and Darrell Shultz will try and overcome their bad luck on home ground. ●

Results

125 PRO: 1. Danny Chandler (Yam) 1-2; 2. Ron Turner (Suz) 3-1; 3. George Holland (Suz) 4-4; 4. Phil Larson (Yam) 7-3; 5. A.J. Whiting (Yam) 5-9; 6. John Whelchel 10-7; 7. Scott Burnworth (Yam) 2-17; 8. Mike Beier 12-8; 9. Roger Hensley (Suz) 8-15; 10. Mike Tripes (Yam) 14-19; 11. Jon Nelson (Suz) 19-6; 12. Allen Silhanek 17-12; 13. Scott Manning (Yam) 16-13; 14. Doug Dubach 22-11; 15. Gary Dircks (Yam) 9-25; 16. Michael Preston (Suz) 6-28; 17. Mark Flesia (Yam) 21-14; 18. Jim Cressa 15-21; 19. Gary Denton 18-22; 20. Kyle Landrum (Hon) 13-17.

250 PRO: 1. Rex Staten (Yam) 2-2; 2. Phil Larson (Yam) 1-5; 3. Broc Glover (Yam) 7-1; 4. Rick Johnson (Yam) 6-4; 5. Mark Lawrence (Yam) 9-3; 6. Clint Hardick (Suz) 5-7; 7. Ron Sun Hon) 4-10; 8. Gary Semics (Yam) 10-8; 9. Tim Ellis (Yam) 3-16; 10. Eric Eaton (Mai) 15-16; 11. Juan Benavidez 11-11; 12. Bryan Wargo (Yam) 13-12; 13. Scott Johnson (12-13); 14. Don Griewe 14-15; 15. Dave Wood (Yam) 8-21; 16. Dave Coupe (Mai) 16-14; 17. Carlos Serrano (Mai) 2-29; 18. Lee Ramage 17-18; 19. Pete Murry (Mai) 21-20; 20. Dow Clark (Yam) 19-22.

OPEN PRO: 1. Rex Staten (Yam) 3-2; 2. Eric McKenna (Mai) 7-1; 3. Kevin Davis (Mai) 6-3; 4. Arlo Englund (Yam) 4-5; 5. Jerome Heiberger (Mai) 5-7; 6. Jeff Jennings (Hus) 8-8; 7. Randy Loch 12-6; 8. Bill Grossi (Hus) 16-4; 9. Larry Hooper 10-11; 10. Broc Glover (Yam) 1-21; 11. Pete Snorteland (Yam) 11-12; 12. Brad Lackey (Suz) 2-24; 13. Gary Jones 17-10; 14. Steve Rhyan (Hus) 13-14; 15. Clint Hardick (Suz) 14-16; 16. Jim Ingelbright 20-13; 17. Ron Sun (Hon) 9-25; 18. Ed Arnett 29-19; 19. Bill Hagen 23-15; 20. Dave Wood (Yam) 19-50.

VET JR: 1. Greg Gustafson (Mai) 1-2; 2. Bill Millar (Suz) 4-1; 3. Jody Weisel (Mai) 3-3; 4. Greg Young (Yam) 2-5; 5. Linda Smart 5-4.

VET INT: 1. Peter M.W. Dill (Mai) 1-1; 2. Larry P. Sobody 3-2; 3. Tim Galatiota (Kaw) 2-3; 4. Gary Clark (Mai) 4-6; 5. Bill Harrison (Mai) 7-4.

VET MASTER: 1. Alan Olson (Mai) 1-2; 2. Lee Rodgers (Kaw) 3-3; 3. William Saltzman 7-1; 4. David Lehman (Yam) 5-4; 5. Joe D. Price 2-8.

OT JR: 1. Chuck Woody (Suz) 3-2; 2. Kurt Effler (CR) 2-3; 3. James Sheppard (Mai) 4-4; 4. Roger Menke 5-5; 5. Bob Smart 6-6.

OT INT: 1. Kenny Clayton 1-1.

OT MASTER: 1. Marvin Olston (Yam) 1-1; 2. Jack Coulombe (Mai) 2-2; 3. Fred Strunk (Mai) 3-3; 4. Gene Hrobsky (Hus) 5-4; 5. Mike Heiberger (Mai) 4-5.

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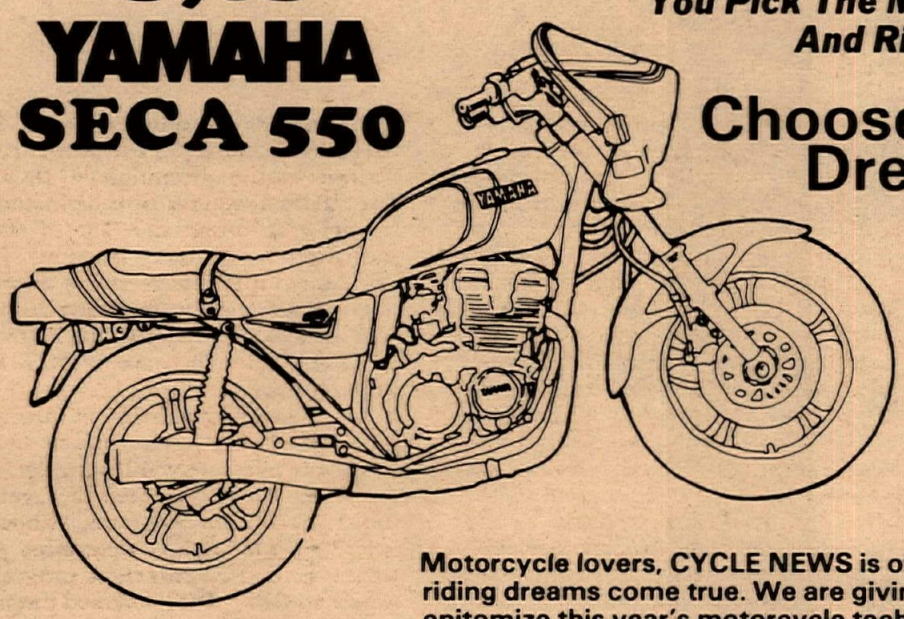

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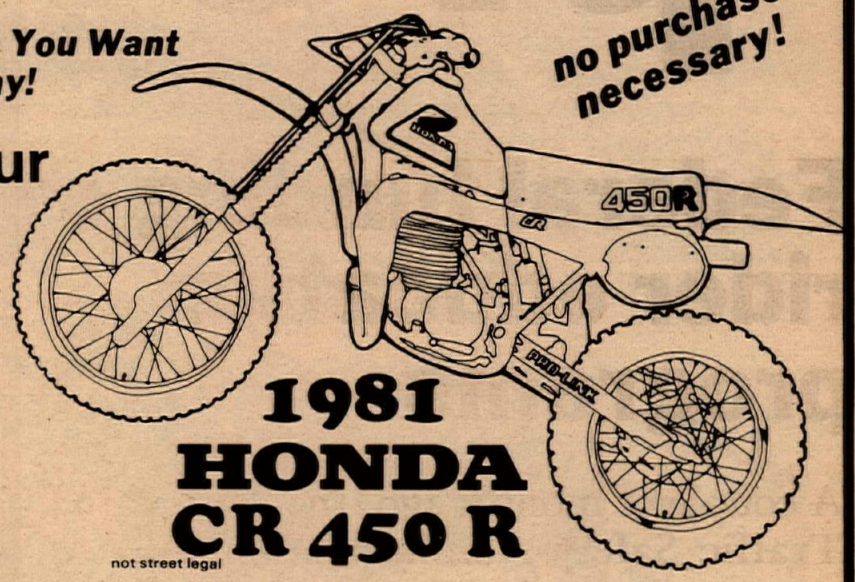

1981 HONDA CR 450 R

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Winners' names will be available at end of contest upon request. Contest is void where prohibited. Subject to all local, state and federal regulations. Minors must have guardian's permission. All CYCLE NEWS, Inc. employees and their families are not eligible. Drawing for the Honda will be on June 21, 1981 at the Bel Ray 500cc United States Grand Prix at Carlsbad, CA. Drawing for the Yamaha will be on July 19, 1981 at the Laguna Seca Road Race in Monterey, CA. Winners need not be present to win.

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CNW2

An empty promise?

Federal funding of rider education programs

A couple of months ago, the National Highway Traffic Safety Administration startled many motorcyclists by urging state governments to provide rider education programs. This endorsement, included in the agency's report, "Developments in Motorcycle Rider Education," appeared to be the first time NHTSA put any weight on education as a deterrent to motorcycle accidents and fatalities. In the past, the agency strongly recommended and lobbied for mandatory helmet use as the best form of motorcycle safety.

Indeed, with its latest report, NHTSA seemed to be relaxing its helmet stance. It appeared NHTSA officials were finally coming out of the regulatory Stone Age, blinking in astonishment at the prospect of promoting rider education in lieu of helmet laws. Two states are using federal funds for rider education programs and two others have pilot programs being partially funded by NHTSA.

Yet, they say elephants never forget. In the same sense, giant bureaucracies find it hard to grasp new concepts. While it is possible to replace upper echelon bureaucrats, it is almost impossible to permeate through the ranks enough to drastically change a policy that has been in place for years. By their nature, many bureaucrats are not open to change. It conflicts with their sense of civil service-induced security. It clouds their eye for conformity. But every now and then a rouge elephant appears, forgetting past doctrine while trumpeting a new concept. His success largely depends on the prevailing political winds. This is what many believe is taking place at NHTSA.

There is as yet no firm evidence that NHTSA has finally seen the light, that it will cease from pressuring the states from enacting mandatory helmet laws and that it will continue to at least endorse rider education programs. At this time, too many conflicting statements concerning education versus helmet use are coming from NHTSA; an agency that crusaded for mandatory helmet use long before Joan Claybrook became its administrator.

The recent trend toward funding rider education programs appears to be due to internal fighting within NHTSA between what could be termed pro- and anti-Claybrook forces. Some analyists believe second and third tier agency personnel are revolting against Claybrook's approach to motorcycle safety.

For example, just months before NHTSA released its report endorsing rider education it submitted a rather reactionary document to Congress entitled, "A Report to Congress on the Effect of Motorcycle Helmet Use Law Repeal — A Case for Helmet Use." In this report, the agency once again attempted to substantiate its claim that helmet use should be mandatory. Motorcyclists who didn't wear helmets, NHTSA contended, were irresponsible citizens. Amidst these strong statements it seemed strange that a couple of months later the agency would flip-flop on its stance and back, although grudgingly, rider education.

Moreover, NHTSA reported to the General Accounting Office this year that it is calling on the states to reenact mandatory helmet laws. At the least, it will urge the states to support voluntary useage programs which, in NHTSA's view, are not promising. GAO, by the way, is the watchdog arm of Congress and was investigating the agency's handling of highway safety grants to the states. The conclusions made in GAO's October report state NHTSA has had little success in the program because agency evaluations have not determined whether funded projects effectively reduced accidents and because many measures that are believed to improve highway safety are not implemented by the states. In other words, NHTSA has exercised poor judgment in the scope and type of programs it has been pushing.

This gives rise to an important point: Could NHTSA be achieving so little success in motorcycle safety because it has chosen to support mandatory helmet use rather than rider education in the past?

While GAO does not address this question in its report on NHTSA, the answer could very well be a resounding yes. Arousing some suspicion is the fact that NHTSA officials reviewed the draft GAO report — critizing their handling of program funds — in June and then unexpectedly released a report backing rider education a few months later. Did the GAO findings give further credence to those bureaucrats in NHTSA who have always promoted rider education over Claybrook's wishes? Or, was GAO coming too close to the heart of the matter? If the government — especially Congress and the Office of Management and Budget — believe NHTSA is wasting funds, come appropriations time the well could dry up.

Nobody at NHTSA is talking. They whisper. GAO was appalled when it found that the Department of Transportation spent $1.3 billion over the last 13 years in federal grant funds to the states for highway safety programs with little to show in the way of results. Since 1976, GAO noted, death rates due to traffic fatalities have continued to rise.

Over the years, NHTSA aggressively pushed for mandatory helmet laws under the program, giving the states little incentive to use funds for rider education. Although impossible to determine now, if the agency had pushed rider education over helmet use as a priority, could it have had better results in the accident and fatality area?

A review of how NHTSA handled the program is a classic example of a bureaucracy promulgating regulations which were not within Congress' intent when it passed the law those requirements were based upon. A clear case of tunnel vision by agency officials. The prospect looms large that if NHTSA had acted differently, had promoted rider education, the percentage of fatalities and accidents among motorcycles (especially new riders) may have been reduced.

Back in 1966, Congress passed a law which required each state to have a DOT approved highway safety program which under the language of the act was to include education programs. Between 1967 and 1972, the Secretary of Transportation promulgated 18 uniform federal standards to be included in the state programs. One of these standards was motorcycle safety. The act also required the Secretary to withhold all safety grant funds and 10 percent of a state's federal aid highway funds if it did not have a DOT approved program.

This was a crucial moment during a time people were just becoming aware of motorcycle safety initiatives. Congress had stated it wanted the agency to fund education programs, although it left it up to DOE to determine just what specific elements those programs would consist of. DOT followed through by including motorcycle safety as one of the 18 standards the states should include in their programs. Then, instead of chosing to promote rider education as a safety standard the agency decided to push mandatory helmet use. In other words, DOT's *interpretation* of the act favored helmets above education.

However, this interpretation was not what Congress had intended. In 1972, NHTSA tried to speed a "must" list of 13 highway safety activities the states should have in their programs, including mandatory helmet use. Taking their lead from the feds, states which already did not enact such laws did in fear of losing valuable funds. But in 1973, Congress amended the act to prohibit NHTSA from revising or promulgating new standards. Not one to call it quits, the agency unabashedly continued to push for mandatory helmet laws in 1974 and even withheld funds from certain states without such laws. Again Congress reacted by amending the act in 1976 to expressly prohibit the agency from asking states to have mandatory helmet use standards. Congress also eliminated NHTSA's blackmail power to withhold federal funds from states without helmet laws.

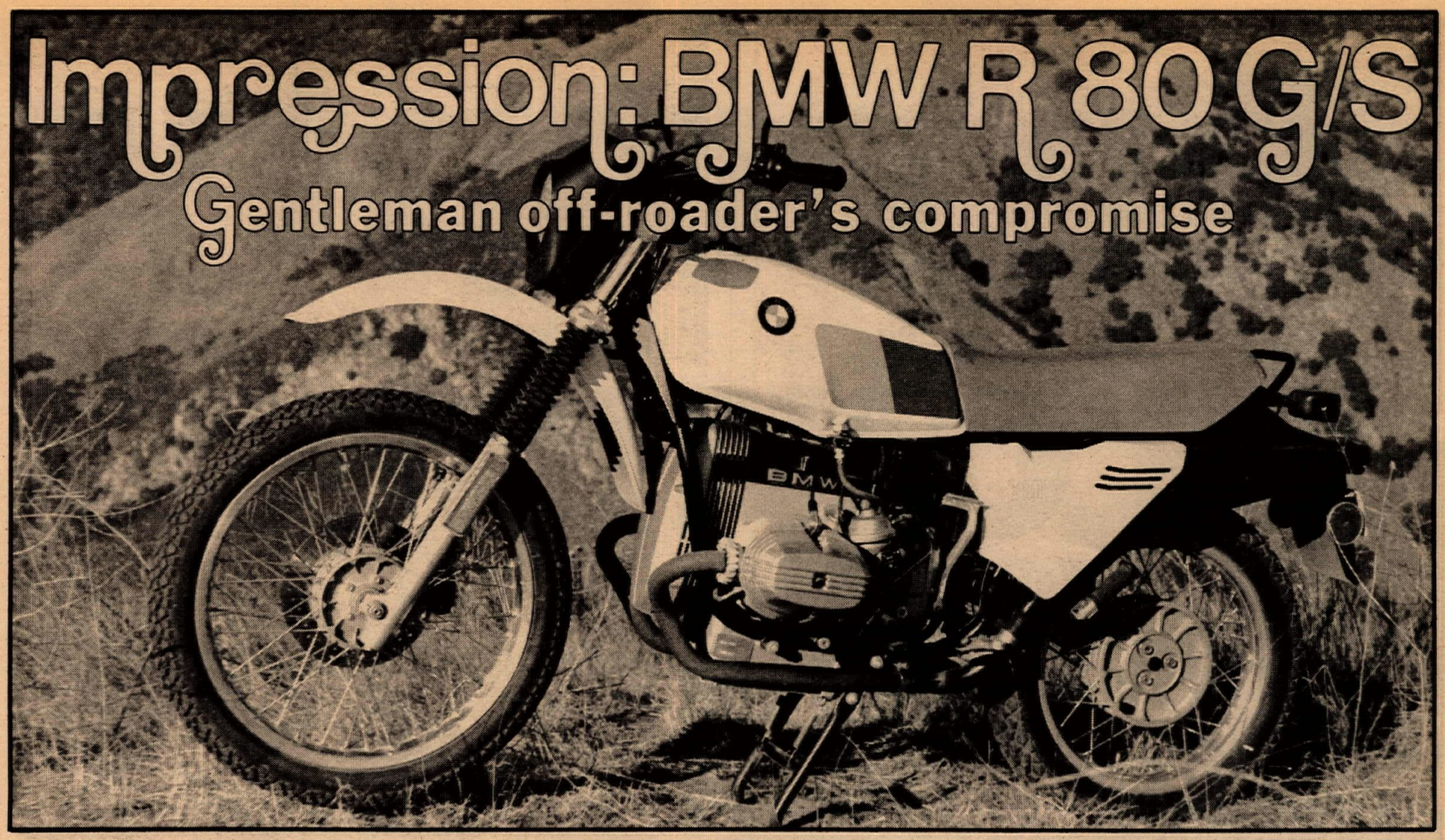
Even though NHTSA was forced to recede from its helmet position twice in four years by Congress, it continued to lean on the states to reenact helmet laws after many of them repealed them after 1976.

Today, GAO admonishes the agency's handling of funds. Congress is once again, albeit indirectly, trying to rein in a runaway bureaucracy. Time will only tell whether NHTSA has truly turned from its traditional advocacy of helmet use in order to favor rider education. Time, and a new administration sans Claybrook.

Jim Zoia

Impression: BMW R 80 G/S

Gentleman off-roader's compromise



BMW's R 80 G/S is a well-crafted machine, able to get around in the dirt but far more comfortable on pavement. The "monolever" rear end lends a unique look.

By Mark Kariya

Though not noted for radical changes in their motorcycle group (made up of horizontally-opposed two cylinder four-stroke street bikes for decades), the good folks at BMW have sprung one on us this time with their R 80 G/S. While it still utilizes their time-proven engine design (displacing 798cc), their latest offering is at once the biggest, heaviest, fastest, most powerful and most unusual dual purpose bike in recent memory.

BMWs have long been praised for their street capabilities, so it may come as a surprise that BMW would market a combination street/dirt bike. However, they competed successfully for years in the ISDT with 750cc dirt-only one-offs ridden by beings who looked like German versions of NFL linesmen. And in the 1980 SCORE Baja 1000, the team of Herbert Schek and Tom Sachenacher rode a 1017cc special to 11th place in Class 22 (Open bikes), finishing in 19 hours and 48 minutes after getting lost and spending an hour trying to find the finish line in the streets of Ensenada.

So, BMW does have the knowledge and experience to product competent dirt bikes, but what of this marriage of street and dirt in the R 80 G/S? To begin with, it is mainly a street bike that will do an acceptable job of going off the highway, provided you don't want to go very fast or get into extremely rough terrain once you're there. It is for the gentleman off-roader, the type of man who might like to have four-wheel drive capability in his BMW 528i to satisfy moments of curiosity or daring, but not at the expense of the plush ride, good power and low ride height inherent in his vehicle.

The R 80 G/S is a street/touring machine first and a dirt bike second, the weighting on each being, perhaps, 80/20. We picked up our test bike in Phoenix, AZ just before Thanksgiving at a super press introduction of the 1981 lineup courtesy of BMW of North America, Inc., the U.S. importer of BMW cars since 1975 and U.S. importer and marketer of BMW motorcycles since October 1980.

After thorough scrutinizing and short test rides on any '81 model, we were allowed to take R 80s back to our respective offices for more demanding testing. The initial impression of the bike is visual. A large white steel tank with blue and purple knee panel sections is attractive, clean and in proportion to the big engine unit below.

Right behind the tank, though, is the long seat, reddish-orange in color. The reactions it drew from those who saw it were predominantly negative or neutral; few liked the color enough to comment to favorably about it.

A white plastic front fender keeps some of the muck away from the rider. We didn't test it for resistance to breaking, but it did seem fairly pliant. The rear fender is a stiff black plastic item that blends unobtrusively into the rest of the bike. It's quite long and angles downward in the back to give the tail/stop light and license plate a place to sit.

Most of the remainder of the R 80 is pretty standard dual purpose fare with the exception of the rear suspension which will be covered later.

Only a center stand is provided (a side stand is optional), however, and at times it does become rather tedious lifting all the weight for a short park. For off-road protection, a small skid plate is provided. It only covers a small area of cases, though. The exhaust pipes sweep down, connect under the rear of the engine and a single pipe tucks in on the left side of the bike, meeting an upswept, high muffler. The rear turn signals are flexi-rubber-mounted to increase their crash resistance.

This Bimmer, like its brothers, is good on those long rides. A case of saddlesore crept up after the first hour on board the bike while traversing the long interstate back to the *Cycle News* offices in Long Beach, CA. However, the seat's foam seemed to soften in subsequent rides so this should not be a problem after it's broken in.

The engine and gearbox are similar to the discontinued R 80 street bikes, sharing the new linerless aluminum cylinders featuring nickel-coated working surfaces, electronic ignition and other subtle differences common to the rest of the '81 line. The final drive ratio is lower than all but the R 65 to better meet the requirements of off-road riding.

Given the combination of broad, smooth power and well-spaced gear ratios, there is almost nothing the engine won't be able to handle. First is low enough to allow slow frolicking in the dirt while fifth acts almost like an overdrive. At 55 mph, the engine is just loafing along smoothly. Kick it up to 75 or 80 and it's still comfortable. In fact, it should be able to top out at just over 100. Don't worry about the tires at that speed. The made-for-the-R 80 Metzelers are speed rated in order to handle high speed touring on the Autobahn and with their unique tread, work fairly nicely in both paved situations and hard-packed dirt.

The single-plate dry clutch is 40% lighter this year, according to a BMW press release, and requires 30% less effort. Whatever they did, it worked. The clutch is wonderfully light to pull and engages progressivley.

At night, the headlight works well on both high and low beams. A position is provided on the high/low switch for flashing the high beam momentarily to signal your intention of passing. In the dark, the bue high beam indicator light in the control panel seemed to glare a little too harshly, distracting the eyes from the road. It was visible in all but the brightest, most direct sunlight, though.

Controls fall readily at your fingertips. The straight-pull throttle, dog-leg levers and flared grips are comfortable and easy to use. Your left thumb can become quite busy operating the choke lever, horn, high/low beam switch and turn signal switch, however, sometimes causing you to search quickly before hitting the correct switch.

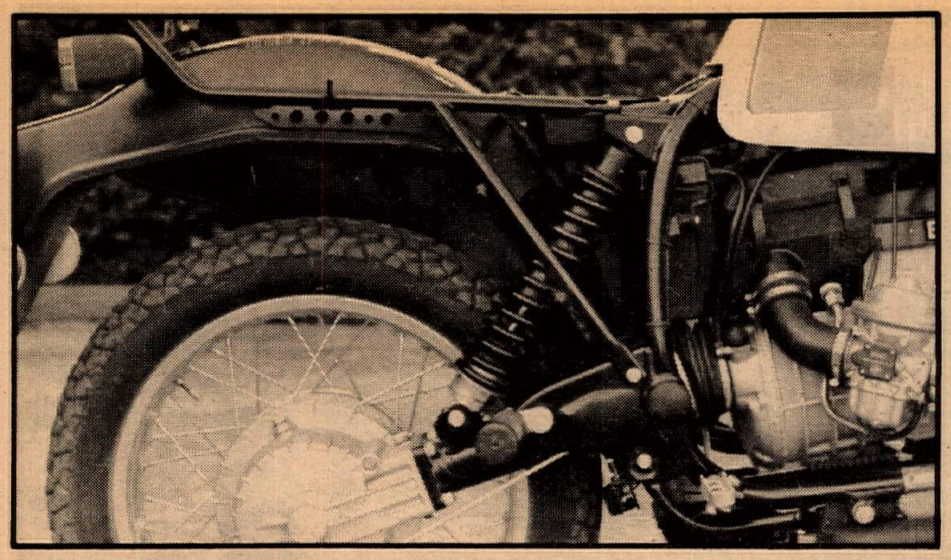
The black braced handlebars are okay and don't force you into strange contortions with your arms and wrists to comfortably hang on. Serrated pegs are a nice touch and placed well, but lack any real sawtooth edge so wet boots become prone to slipping off.

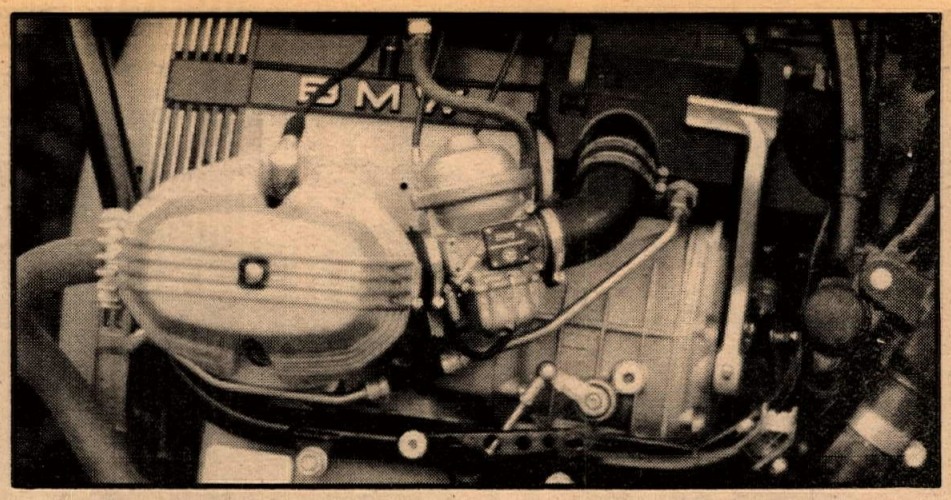
The speedometer is housed in a black plastic cowling which lets the headlight peer through the front and has a panel to the right of the speedo with six idiot lights. The odometer is resettable to zero with a small rubber-covered button at the bottom of the speedo face. Everything is easily readable and well laid out.

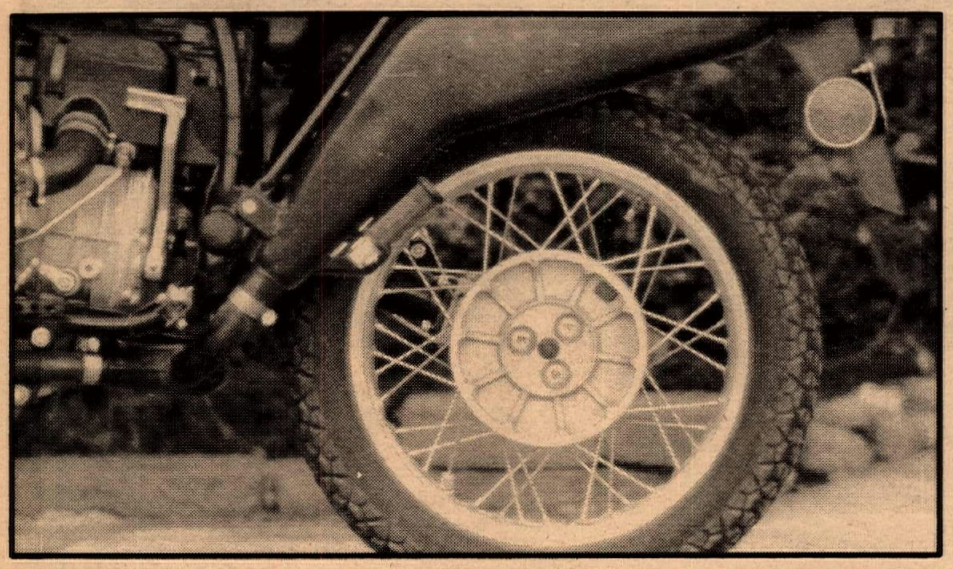
For those who intend to do much touring on this bike, BMW offers an optional bolt-on bracket and saddlebag that fits on the right side of the bike, the side where you'll find the bike's only shock. That's right, its only shock. BMW's "monolever rear axle swingarm" uses a single lay-down, gas-charged Bilstein that is three-way adjustable for preload.

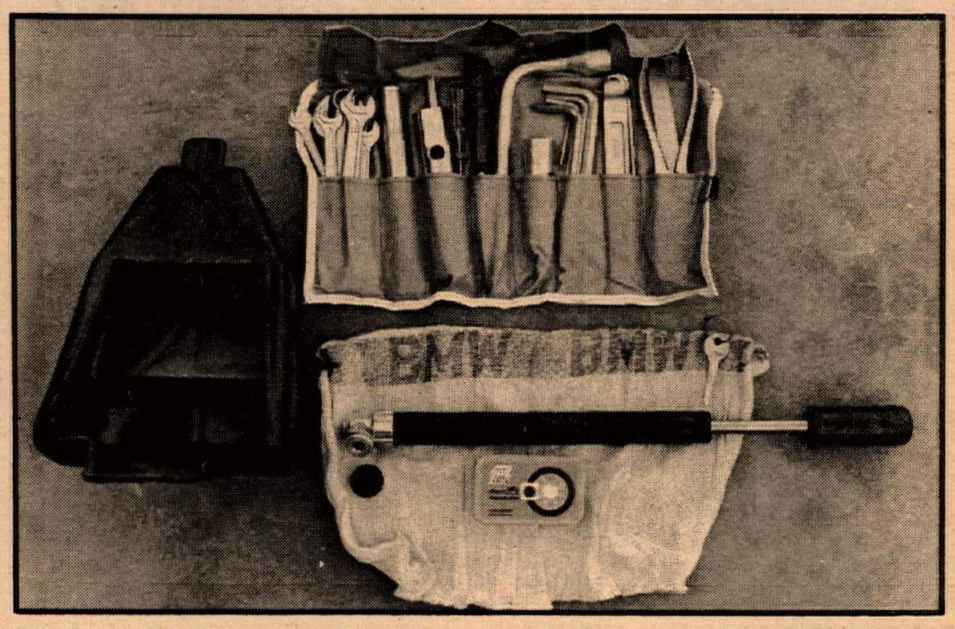
The shock is also mounted on the only swingarm leg (which doubles as the housing for the drive shaft), producing a rear end that looks even weirder than it sounds. On the left side of the rear wheel is...nothing. You could conceivably change a tube or tire without loosening a single nut! If it does become necessary to remove the wheel, just take off three nuts on the left side of the hub.

BMW claims that the set-up provides 50% greater torsional









(Clockwise from above left) A closer look at BMW's monolever exposes back wheel completely. The other side is its "normal" side; note seat/rear fender frame assembly which bolts to main frame. Kick starter is awkward to use (electric start works fine); shift linkage is also shown. Tool kit is deluxe.

stability with four pounds less weight than their other models. The swingarm leg uses thin wall, larger diameter tubing to achieve this.

In practice it seems to work, at least in view of the bike's intended purpose. With 170mm (6.6") of rear wheel travel available, the R 80 is stable and comfortable on the street. In the dirt, it works acceptably until you start pushing for more speed. If worked out for any length of time in rough stuff, the non-reservoired shock would start fading. In sandy whoops, the bike would start hopping from side to side, forcing you to back off before discovering just how far it would hop before you went plop. At least the shock did not seem prone to bottoming.

In front, BMW leading axle forks with 200mm (7.8") of travel do a good job on pavement, easily soaking up surface irregularities and doing their part to contribute to a plush ride. Off-road, they seemed a little soft and exhibited a tendency to top out. It would be nice to have air caps for a greater range of adjustability.

While the R 80 is smooth and stable on long stretches of freeway, mountain roads (strong winds will buffet it a bit) and around town, it is not particularly confidence inspiring after leaving asphalt. Excess weight (a claimed 368 lbs. dry), excess bulk (our shins were forever hitting the carbs or cylinders when throwing a foot out for a corner; you've got to go *around* the engine components), and non-grabby tires (while they work alright on blacktop, the rear should be at least a 4.50 to halfway harness the engine's power in the dirt) all contribute to an uneasy feeling on natural terrain. Successfully sliding the bike is difficult because of its nasty habit of suddenly finding traction and sending you in a direction different than intended. It was hard to tell if this was because of the torque reaction of the shaft drive causing the rear end to rise up on the suspension or if it might have been due to the seemingly short swingarm.

Trying to hustle around corners, especially in softer stuff, often caused the front end to wash out. The culprit here was the tire, a necessary compromise, and having so much weight on the front end with such a large engine sitting there. The high front weight bias also made the bike more difficult to wheelie.

When up on the pegs, it was hard to grab the tank with your knees. Also, due to the placement of the carb, it became mandatory to slide the right foot back until only the ball of the foot rested on the peg. In order to use the rear brake, you had to angle your foot inward and down to make an awkward stab at the lever. The rod-operated drum unit did work well, though, anywhere you chose to use it.

Likewise with the single hydraulic disc in the front. It always worked fine thanks to the Brembo caliper and new-for-'81 semi-metal pads. We weren't able to find any streams deep enough to test either brake's wet stopping efficiency, but they should do alright.

The R 80 performed quite well and reliably throughout the test. The only thing that started to fall off was a nut in the shift linkage. We averaged about 44 or 45 mpg in riding that was mostly easy and moderate. With its 5.15-gallon tank, that should take you a little over 200 miles before running dry. We usually had to switch to reserve after about 170 miles.

Should you be required to do some emergency roadside maintenance, don't worry. The R 80 has the same type of marvelously complete, high-quality tool kit that other BMWs come with. There is even a tube patching kit, a BMW cleaning cloth and a tire pump that live inside the frame's backbone included.

We noticed that when the throttle was shut fairly quickly, there was a popping sound in the exhaust pipe, especially prevalent when the engine was still warming up. According to BMW people, that is normal and caused by the air pump, required to help satisfy the EPA.

This BMW is a unique motorcycle. What kind of person will buy the R 80 G/S? Besides having an extra $4800 to spare, the prospective owner must enjoy having something out of the ordinary, explaining its feature to the curious in parking lots. While he'll never be able to stay on his minute in an enduro or be otherwise competitive in the dirt, neither will he be subjected to a choppy ride, cramped quarters and a screaming engine while gobbling up mile after mile of mountain twisties or concrete horizons.

Despite the faults we found with it in the dirt, the R 80 still performs and handles better there than any pure street bike and is a lot more pleasant to tour long distances with than any other dirt-oriented two-wheeler that comes to mind. BMW, it looks like you have hit your mark and given the world a special dual-purpose motorcycle. ●

Specifications

Suggested List Price	**$4800**
Engine	
Type	**Horizontally-opposed, two-cylinder four-stroke**
Displacement	**798cc**
Bore and Stroke	**84.8 x 70.6mm**
Compression ratio	**8.2:1**
BHP @ rpm	**50 @ 6500**
Torque @ rpm	**56 @ 5000**
Carburetion	**32mm Bing V 64/II**
Starting	**Electric or kick**
Transmission	
Clutch	**Single-plate dry clutch with diaphragm springs**
Gearbox	**Five-speed with dog-type hook shift**
Drive system	**Enclosed drive shaft with spiral bevel follower**
Ratio	**3.36:1**
Suspension	
Front	**Telescopic fork with hydraulic dampers, taper roller bearings in steering head**
Front Suspension Travel	**200mm (7.8")**
Rear	**BMW monolever with Bilstein gas shock**
Rear Suspension Travel	**170mm (6.6")**
Brakes	
Front	**Vented single disc, 260mm diameter, fixed caliper**
Rear	**Rod-operated Simplex full-hub, 200mm diameter**
Tires	
Front	**3.00 x 21 Metzeler**
Rear	**4.00 x 18 Metzeler**
Dimensions	
Length	**2110mm (83.1")**
Wheelbase	**1465mm (57.7")**
Handlebar Width	**820mm (32.3")**
Engine Width	**746mm (29.4")**
Seat Height	**860mm (33.9")**
Dry Weight	**167kg (368 lbs.)**
GVWR	**399kg (881 lbs.)**
Fuel Tank Capacity	**5.15 U.S. gal.**

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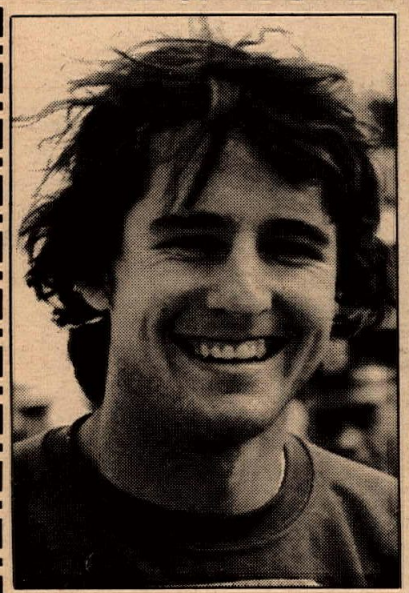

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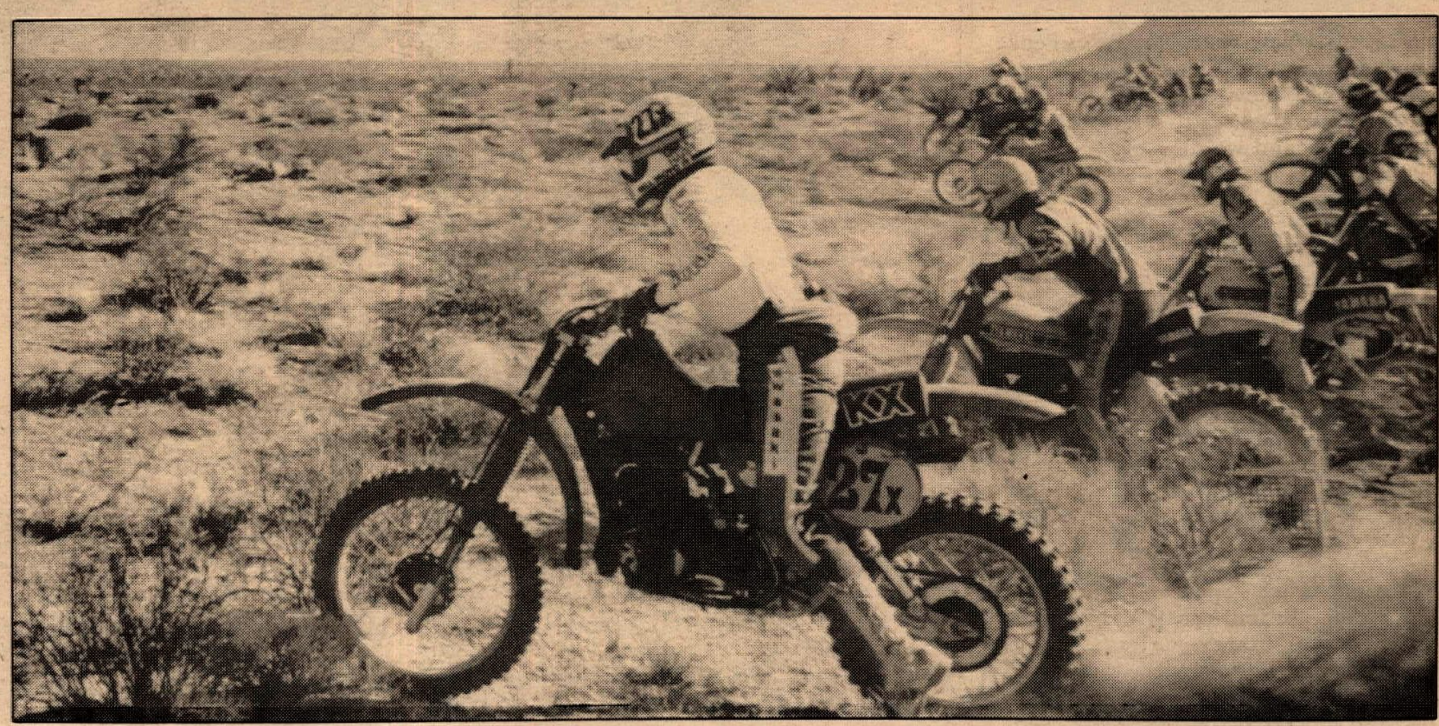


(Clockwise from top left) Chuck "Chucko" Rush topped the 250cc event and took the number one plate. Kevin Davis used MX-perience to dominate the Open class. The 250cc class leaves the line. Number 27x is the infamous Dr. Gonzo.

Davis dominates MRAN season ender

By Wayne Gales and Chuck Harper

BEERBOTTLE PASS, NV, DEC. 21

Nevada racers trekked out to the desert on the last Sunday before Christmas for one final shot at much needed Motorcycle Racing Association of Nevada points at the Chargers West-sponsored European Scrambles. Usually, a scrambles offer spectators a welcome opportunity to see the riders several times as they travel around a relatively short course, but the exceptionally rough and challenging terrain kept even the best riders to a mere two laps on the dusty 12-mile track.

At promptly 9 a.m. all the Open bikes blasted off the line and Kevin Davis brought his Maico 490 Mega II into a well-built lead and stayed there to the finish line. With Davis' extensive motocross experience the tight, sandy, trail was just his cup of tea. Anthony Pasqualotto, also Maico-mounted, brought in second. Anthony has been barging to the front as of late and 1981 may be his year. Can-Am-mounted Kevin Welch brought up third, and Chuck "Chucko" Rush moved up to a rare Open class effort to power his big bore Husky to a fourth.

Factory Husky rider Scot Harden retired after one lap, visibily shaken from numerous bail offs. "I endoed, looped out, and just tipped over," Harden recalled while sitting in the back of his van. "Everything hurts."

In the 125cc Experts it was "Mad Dog" Jody Mader leading most of the first lap and all of the second on the way to the checkered. Mader, whose absolutely insane riding style included a spectacular, near disastrous cross-up at the photo jump, had to ride wide open to keep ahead of Sportsman Cycle/Husqvarna-sponsored Daryl Folks. Folks, while in the process of nailing down the number one plate in the 125cc class for 1981, had insisted before the start that all he intended to do was "ride slow and finish," but Daryl isn't much in the habit of riding slow so second was the worst he could come up with. Bringing up third was the other half of the Can-Am brothers, Mike Welch, who will again hold the number two plate in the 1981 125cc class.

In the 250 Expert class Chuck Rush rode to a win, his second of the year. Chucko's key word is consistency, and hard work has earned him the number one plate in the 250cc class for 1981. Rush led from start to finish despite a hard, early charge from Mike "Sizzling Six" Sixbery, who bailed late in the race. Yamaha-mounted Troy Fitch moved up a class from a very successful 125cc season and took a second, despite a heart-stopping endo in a sandwash right at the checkered flag. Kevin Steele brought in a somewhat disappointing third. Steele was supremely confident at the start and really wanted to end the season with a win.

The first 250cc Amateur to come into sight at the finish was Jim Wischmeyer, mounted on a suspiciously quiet Suzuki. Wisch had run out of gas nearly a mile from the end, and was frantically coasting and pushing his bike toward the checkered. Wischmeyer, with a little help from a few friends, managed to get the machine up the last hill and collapsed at the finish for the win in front of a closing Rich Capri. Frequent *Cycle News* contributor Chuck "Dr. Gonzo" Harper edged his KX250 by a faltering Reb Wallace just a few yards from the checkered to nab third. ●

TEN YEARS AGO

Road racing at Willow Springs found **John McGillivray** breaking track/class records on both a BSA Rocket 3 and a 250cc GP Yamaha, the latter besting the old mark set by **Cal Rayborn**. McGillivray won the 250cc GP event, but lost in Open Production and Open GP to **Steve McLaughlin** (Hon). **Wes Cooley, Jr.** won the 200cc Junior GP class on a Greeves.

Numbers one and two finished 1-2 in the D-37 hare 'n' hound hosted by the San Bernardino M.C. Heavyweight champ **Whitey Martino** (Hus) topped **Rich Thorwaldson** (Ric) for the overall win, with **George Walker** third on a Kawasaki Bighorn. **Terry Clark** (H-D) won the Trailbike race.

The annual New Years Day Pikes Peak Snow Run wound up with a score of racers, 251, snow, 0. **Bill Thomas** survived the mass start, seven miles of twisty road, and won the event on his 400 Husky.

Evel Knievel jumped over 13 cars on successive nights at the Houston Astrodome. Reported attendance was 37,000 the first night, 47,000 the second night.

The first Moapa-to-Vegas hare 'n' hound was hosted by the Groundshakers M.C. **Max Switzer** won the 80-mile event on 400 Husky, finishing with a five-minute lead.

A new column, "Speedway and Me," was penned by four-time World Speedway Champ **Barry Briggs.** Briggs touched on why he raced, when and where he raced, what he planned to do, and looked at the future of speedway. He concluded, "I'm convinced that speedway in America will grow in popularity, and present indications are that some time during the Roaring Seventies, the U.S. will once again emerge as a major power in the truly international sport of speedway racing."

The race for the motorcycle land speed record appeared to be warming up, even in the winter's cold. **Dennis Manning**, who built the shell of the Harley-Davidson powered 'liner that Cal Rayborn piloted to 265 mph, was reported to be building a new shell for a 300 mph run. Goodyear was designing new tires for the expected rash of LSR attempts. Kawasaki offered a flat $35,000 contingency for anyone setting and holding the record on a Kaw, and it was rumored that Honda would also try for the LSR.

Puch factory riders **Harry Everts** and **Chris Gouveneur** finished 1-2 in the 125cc Expert class at a CMC Saddleback motocross, with **Jim Beauchamp** third. **Bill Urban** won the 250cc Expert class on a Maico. while **Jim Wilson** did the deed in the 500s, riding a CZ.

Don Dodge took two trophy dashes, and **Gary Kapus** and **Bill Cook** picked up one each in a winter scrambles at Woodland, WA.

HATS OFF TO THE CHAMPS.

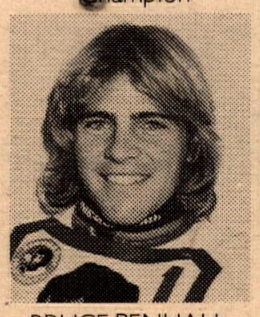
Seems like wherever you find a champion, you find a Bell.

MARK BARNETT
1980 125cc National Motocross Champion

MIKE BELL
1980 National SuperCross Champion

DICK BURLESON
1980 Enduro National Champion

GEORGES JOBE
1980 250cc World Motocross Champion


BRUCE PENHALL
1980 National Speedway Champion

CHUCK SUN
1980 500cc National Motocross Champion

TERRY VANCE
1980 Pro-Stock Drag Racing National Champion

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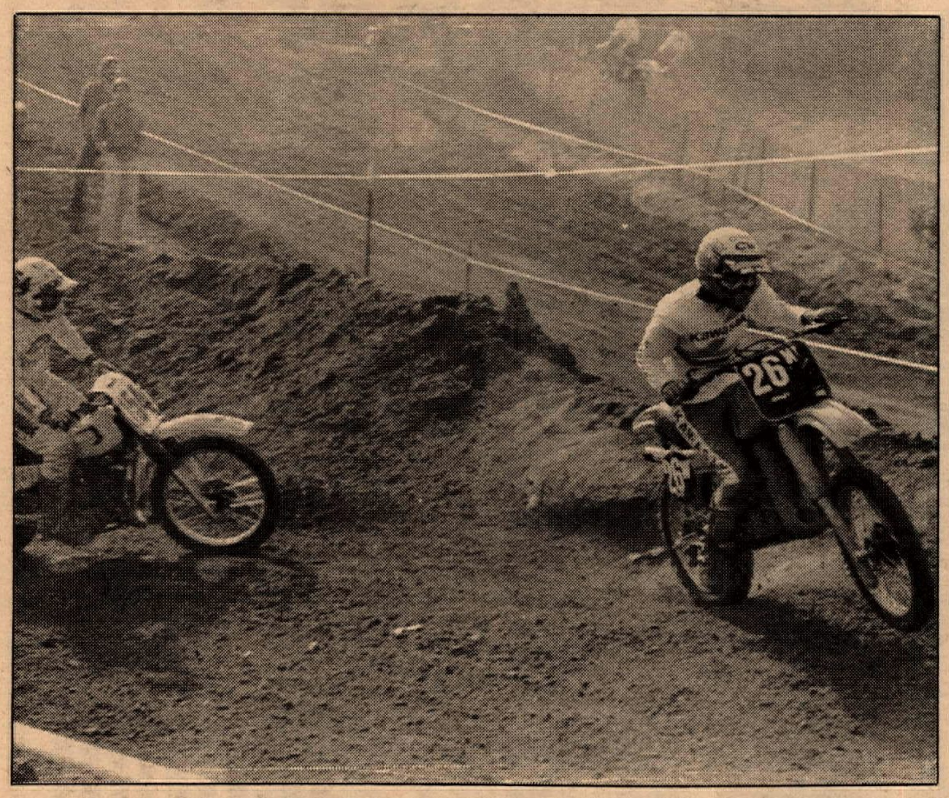


John Mazzacane placed third in division two of the 250cc Intermediates at CMC's Golden State Series sportsman day. Nearly 600 riders were on hand.

Nelson nails Golden State sportsman opener

By Lee Taylor
ORANGE, CA, JAN. 3

The Continental Moto-sports Club heralded the new year with close to 600 of the top Sportsmen racers throughout the Western United States, converging on Saddleback Park for the opening race of the DG Golden State Series. For the sportsmen, it is the most prestigious series of the year, offering to its victors among other prizes, four Pro-Trac Trailers.

Dede Cates broke a Golden State Series record, being the first woman ever to win either moto in an Intermediate race. And break it she did, with a spectacular ride in the 125cc Intermediate division one contest. Pulling the holeshot in the first moto, Cates proceeded to open up a five bikelength lead early in the first lap. She found heavy artillery from the rear, led by Mark Nelson and Randy Skinner. Building to a seven bikelength lead, Cates escaped much of the madness ensuing all over the track. Suddenly, Cates' hand was in the air — she was off to the side of the track, out of the running with a thrown chain. Nelson took charge and secured the moto win for himself as riders continued to collide and pile up left and right. Cates, back on the track, rode out the rest of the moto and watched Skinner take down second, Taylor Marcell firm up third and Vince McMahon battle to hold fourth down to the wire.

When the machines roared to life for the second time, Cates was ready. As she's done so many times before, Cates took command and led the charge up the hill, followed by Donny Myron, and McMahon, running second and third respectively. McMahon took over second and made a continuous bid for the lead. Just inches away, he tried an outside line but couldn't get by. With a half a lap remaining, McMahon was alongside Cates, handlebar to handlebar, only to find the door slammed shut in the final turn. Running a strong third was Nelson who ended the day with top honors. McMahon finished in the number two spot and Marcell came home to third overall.

The second division of 250cc Juniors were a rowdy lot who knew no fear. Surviving both motos and emerging with a beautiful pair of wins was Butch Peick (Kaw).

Heavy competition was the rule from the start of the first moto as David Dulin set his Maico up with a duel for the lead against Suzuki-mounted Bill Haynsworth. After much wheel scraping, Haynsworth pulled away. Throughout the pack racers were taking each other on, two and three abreast, over the jumps, deep into the berms. Kawasaki rider Ralph Peralta set a record of his own by bailing three times in a row at the bottom of one of the hills. Peick edged his Kawasaki through and into the lead, followed by Phillip Siebierke and Haynsworth, firm in third. When the moto drew to a close, the top three positions remained unchallenged.

The second moto brought more of the same. Siebierke escaped early and set up a lead, followed by Peick in second and Mark Tesone in third. From third on back the action was heavy with riders richocheting off each other and into anything in their path. Jeff Scott broke loose and took over third, pushing Peick to the limit. As the moto drew to a close, Peick took control, with Siebierke holding second and Haynsworth back in third. Peick wheeled down victory row for top honors, Siebierke took second overall with a sweet 2-2 ride and third overall went to Haynsworth.

One of the winningest riders of the day was Scott Brown. Brown started off the day in the 60cc Intermediate class, putting his Suzuki through its paces as he fought to hold off Tim Pritchard throughout the first moto and rode on the raw edge throughout to try and catch Eddie Hicks in the lead.

The second time out, Mouse McCoy took control and left the competition behind, with Chris Neal in second, holding off Shane Trittler, Doug Fisher, and Brown running fifth. By the end of the race, Neal emerged the victor, McCoy took down second overall and Brown emerged with third overall.

Brown returned to the line for the 9-11 80cc Stock Intermediate contest, undaunted and ready for victory. Aboard a Suzuki he set out for a grand slam win, taking on his old adversary, Mouse McCoy and holding him to second throughout both motos. Hicks finished the first moto with a third and ended the day with a fourth overall and John McLellan racked up third overall with a 5-3 ride.

The day long duel between Brown, "The Mouse" McCoy and Eddie Hicks was far from over. When the 9-11 80cc Modified Intermediate race roared off the line it was "The Mouse" who roared the loudest and longest and simply took charge. Hicks followed in second and fought off Brown throughout the first moto. When the machines came to life for the second time Brown, by sheer tenacity put "The Mouse" behind him and rode like the devil was after him. Hicks, firmly entrenched in third, managed to hold off John Ray, as he had the previous time around.

When the checkered flag waved them home, McCoy ended up with the overall win, Brown proudly scooped up second overall and third went to Hicks.

Results

60 JR: 1. Mike Pascarella (Yam); 2. Richard Saxton (Yam); 3. Darren Ciolkosz (Yam).
60 INT: 1. Chris Neal (Yam); 2. Mouse McCoy (Yam); 3. Scott Brown (Suz).
80 STOCK 9-11 JR: 1. Tim Linehan (Yam); 2. Chris Neal (Yam); 3. Andy Kline (Kaw).
80 STOCK 9-11 INT: 1. Scott Brown (Suz); 2. Mouse McCoy (Yam); 3. John McLellan.
80cc MOD 9-11 JR: 1. Lyle Fleming (Yam); 2. Gabe Gonzales (Yam); 3. Chris Neal (Yam).
80 MOD 9-11 INT: 1. Mouse McCoy (Yam); 2. Scott Brown (Suz); 3. Eddie Hicks (Yam).
80 STOCK 12-16 JR: 1. John Slavens (Yam); 2. Roger Ebling (Kaw); 3. Greg Vowell (Yam).
80 STOCK 12-16 INT: 1. Russ Winkler (KMG); 2. Mike Healey (K&D); 3. Mark Toyama (Yam).
80 STOCK 12-16 EX: 1. Troy Blake (Yam); 2. Sam Storer (Kaw); 3. Johner Kight (Yam).
80 MOD 12-16 JR: 1. Tyrone Earl (Yam); 2. Phil Butler (Suz); 3. Cord Tucker.
80 MOD 12-16 INT: 1. Chris Taylor (Kaw); 2. Russ Winkler (Kaw); 3. Mike Healey (R&D).
80 MOD 12-16 EX: 1. Troy Blake (Yam); 2. Sam Storer (Kaw); 3. John Kight (Yam).
100 JR: 1. Frank Ciolkosz (Suz); 2. Frankie Brundage (Yam); 3. Chris Plain (Yam).
100 INT: 1. Zoli Meszaros (Yam).
125 JR DIV 1: 1. Ron Varela (Suz); 2. Robbie James (Yam); 3. Jim Bacon (Hus).
125 JR DIV 2: 1. Bob Reinking (Yam); 2. Gary Clarks (Yam); 3. Michael Herrle (Yam).
125 JR DIV 3: 1. Bryan Curtis (Kaw); 2. Robin Galvez (Suz); 3. Roger Guzman (Suz).
125 INT DIV 1: 1. Mark Nelson (Yam); 2. Vince McMahon (Yam); 3. Taylor Marcell (Kaw).
125 INT DIV 2: 1. Tony Tetone (Yam); 2. Dennis Hulen (Yam); 3. Ruben Torres (Yam).
125 INT DIV 3: 1. Mark Howell (Yam); 2. Lyle Babi (Yam); 3. Richard Boulteau (Hon).
250 JR DIV 1: 1. John Whitfield (Yam); 2. Kenny Meeks (Suz); 3. Jimmy LaMaack (Kaw).
250 JR DIV 2: 1. Butch Peick (Kaw); 2. Phillip Siebierke (Yam); 3. Bill Haynsworth (Suz).
250 INT DIV 1: 1. Don Ruble (Yam); 2. Scott Castaneda (Yam); 3. Brian Otto (Yam).
250 INT DIV 2: 1. Ron Baumgartner (Kaw); 2. David Anderson (Hus); 3. John Mazzacane (Kaw).
250 INT DIV 3: 1. Mike Wilkinson (Yam); 2. Mark Parkerson (Yam); 3. Robert Ramsey (Hon).
500 JR DIV 1: 1. Tony Patterson (Kaw); 2. Peter Harrison (Yam); 3. James Hurkman (Yam).
500 JR DIV 2: 1. Kirt Goldie (Mai); 2. Steve Ballmer (KTM); 3. Richard Pollock (Yam).
500 INT DIV 1: 1. Kelly Saulie (Yam); 2. Don Glover (Yam); 3. Mike Kell (Mai).
500 INT DIV 2: 1. Bob Shoreen (Mai); 2. Paul Bassett (Yam); 3. Zapata Espinoza (ARO).

Brand withstands DeAnza

By Ron Lawson
SUNNYMEAD, CA, JAN. 4

It was the first race of the year at DeAnza Cycle Park and Rodney Brand started the year right with an Open Pro win. Brand had to work for the victory, however, after a spill early in the first moto cost him nearly a half lap. Brand came back hard and quick, retaking the lead from Dave Douglas (Mai) on the last lap. Craig Adams (KTM) was third. In the second round Brand took the win easily.

Eric MacCracken (Yam) ran a similar race in the 250cc Pro class. He went down and then fought his way back up to leader Keith Dysert (Kaw). they went back and forth before MacCracken took the lead for good. Phil Thorstensen (Yam) took a third several seconds back, in front of Chris Tarvin (Hon).

MacCracken wasn't about to let anything interfere with the second moto and so he took the lead early and then pulled away. In the meantime, Dysert was having a hard time with Thorstensen. Thorstensen made a pass, but then couldn't hold it and Dysert got back by into second. In the end, it lined up just like the first round.

For a change, the sportsman classes were, on the average, larger than the Pro ranks. In the 125cc Intermediate class Lloyd Thomas (Yam) topped the competition with a double moto win. Wile he was running away with both motos, second place was up for grabs. Ti Swartz (Yam) held it for several laps of the first moto, then he gave way to Sam Ramirez (Yam) who held it all the way in. Finishing third was Yamaha mounted Jim Pearson. While Thomas was pulling away in the next moto once more, Donnie Sigrist (Suz) was in the number two spot. On the fourth lap Sigrist dropped out of the race, leaving the position up for grabs again. Swartz came through, passing Scott Amy (Yam) and earning second overall in the end. Amy netted a third with his 4-3 run.

Results

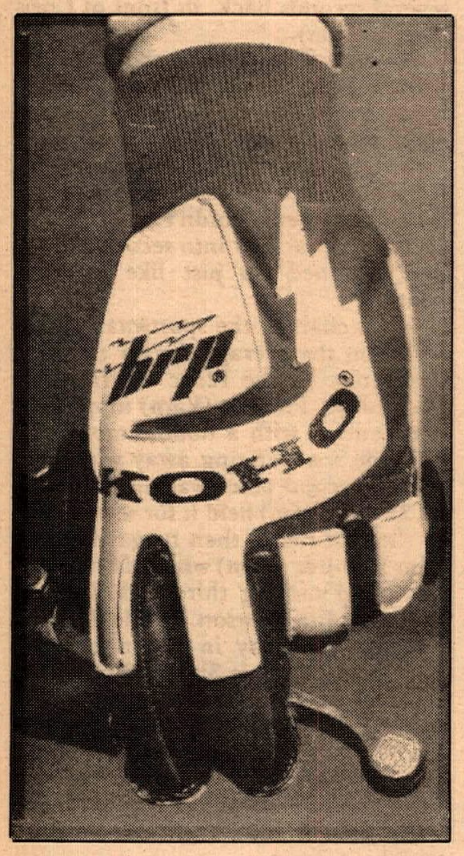
PEE WEE: 1. Bobby David (Suz); 2. Jeff Knox (Suz); 3. Sean Hunt (Yam).
PEE WEE: 1. Wesley Klein (Yam); 2. Kimberly Robertson (Suz); 3. Bobby David (Yam).
PEE WEE: 1. Jerrett Wilson (Yam); 2. Chad Yaro (Suz); 3. Scott Sims (Yam).
JR CYC: 1. Allan Brehm (Yam); 2. Jeff David (Yam).
MINI BEG: 1. Tim Nash (Yam); 2. Dominguez (Yam); 3. Eric Striepeke (Kaw).
MINI NOV: 1. Mike Thompson (Kaw); 2. Scott Burns (Suz); 3. Tommy Combs (Kaw).
MINI INT: 1. Jimmy Palmer (Yam); 2. John Gersies (Kaw).
125 BEG: 1. Harley Lawrence (Yam); 2. Rick Roark (Kaw); 3. Leonard Robertson (Suz).
125 NOV: 1. Bryan Davis (Kaw); 2. Steve Paris; 3. Criag Bua (Suz).
125 INT: 1. Lloyd Thomas (Yam); 2. Ti Swartz (Yam); 3. Scott Amy (Yam).
250 BEG: 1. Tom Aufrance (Yam); 2. Rick Hahn (C-A); 3. C.J. Hunt (Yam).
250 NOV: 1. Kirk Bassett (Hon); 2. Al King (Yam); 3. Don Jandt (Yam).
250 INT: 1. Larry Dimmitt (Suz); 2. Aaron Bassett (Hon); 3. Aurelio Siracusa (Kaw).
250 PRO: 1. Eric MacCracken (Yam); 2. Keith Dysert (Kaw); 3. Phil Thorstensen (Yam).
OPEN NOV: 1. Arthur Clewer (Yam); 2. Mike Zelinski (Suz); 3. Paul Dayton (Yam).
OPEN INT: 1. Craig Robertson (Yam); 2. Harold Johnson (Suz); 3. Andre Abbott (Yam).
OPEN PRO: 1. Rodney Brand (Yam); 2. Dave Douglas (Mai); 3. Craig Adams (KTM).
SR VETS: 1. Ron Brehm (Yam); 2. George Anderson (Suz).
INT VETS: 1. Lynn Hawkins (Hon); 2. Mick Klein (Yam).
JR VETS: 1. Willie (Yam); 2. Jack McCafferty (Yam); 3. Randy Lester (Kaw).

Gibson, Tarantino cash in at Saddleback Saturday

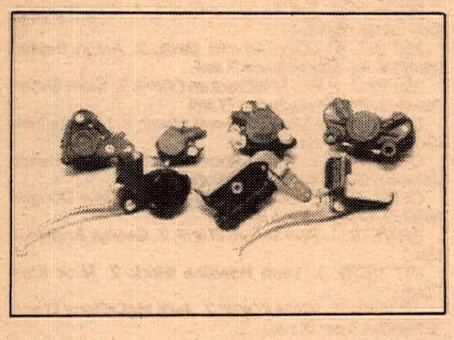
By Terry Whytal
ORANGE, CA, DEC. 27

Honda teamster Jim Gibson continues to shape up for the '81 motocross season by competing on his home track of Saddleback Park. Gibson regularly gives a riding lesson to the local Pros but this week he also showed the way for fellow National stars Rex Staten and LOP's Mark Lawrence.

NEW PRODUCTS



For the serious motocross or off-road rider Hannah Racing Products presents a nylon-backed glove for comfort and cooling. This glove features a natural leather palm that gives good sensitivity and grip, and will not bleed when wet. The glove comes in red, white, and blue plus black and yellow color combinations in the Hurricane's own graphics. Hannah Bolt gloves are available through HRP dealers or from Hannah Racing Products, Inc., Dept. CN, P.O. Box 2109, Sun Valley, ID 83353, 208/726-4343.



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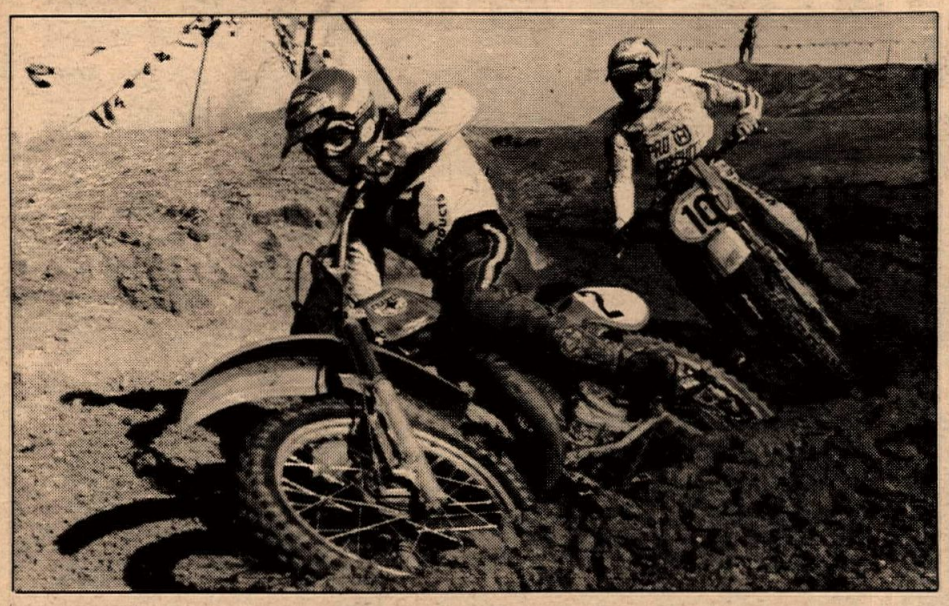

David Gerig leads Jeff Jennings in the 250cc Pros at CMC Saddleback.

Gibson headed both Open Pro motos but Staten and Lawrence had a few bumps and choice words with each other enroute to splitting the runner-up spot. Lawrence reached the checkers ahead of Staten in moto two and went home with the number two money. Husky rider Jeff Jennings picked up fourth behind Staten and Juan Benavidez rode his Yamaha to fifth.

Johnny O'Mara looked set to reel off another 250cc Pro win at SSM but a flat tire at the start of the second moto ended his win streak. O'Mara topped the field in race one with Honda support rider Jim Tarantino picking up the number two slot ahead of Honda rider Brian Maloney and Yamaha riders Craig Gormley and Don Griewe.

O'Mara pulled the holeshot in moto two but never completed the first lap as his front tire went flat. Tarantino quickly moved into the lead and opened up a safe gap between himself and the pack. Following Tarantino to the checkers and second overall was Maloney while Griewe picked up third place and Gormley fourth.

Suzuki rider Ron Turner used his experience and the superior power of the new RM water-pumper to pull away with the win in the 125cc Pro class. Yamaha's newest moto sensation, Erik Kehoe, kept the pressure on the fleet Turner but Radical Ron never looked better or faster as he knifed his way through lapped riders enroute to sweeping the race. Kehoe crossed the line in second as Turner's Suzuki teammate Bob Elliott cruised in for third ahead of La Habra Yamaha rider Mike Beier and Suzuki R&D champ George Holland.

Results

OPEN PRO: 1. Jim Gibson (Hon); 2. Mark Lawrence (Yam); 3. Rex Staten (Yam).
250cc PRO: 1. Jim Tarantino (Hon); 2. Brian Maloney (Hon); 3. Don Griewe (Yam).
125cc PRO: 1. Ron Turner (Suz); 2. Erik Kehoe (Yam); 3. Bob Elliott (Suz).
OPEN INT: 1. Mike Kell (Mai); 2. Mike Hair (Yam); 3. J.A. Foto (Yam).
250cc INT: 1. Randy Commans (Yam); 2. Bill Hair (Yam); 3. Darren Kaiser (Yam).
125cc INT: 1. Dennis Hulen (Yam); 2. Randy Skinner (Yam); 3. Jay Van Camp (Yam).
VETS: 1. Alan Olson (Mai); 2. Jim Galitotos (Kaw); 3. Frank Borges (Yam).
OPEN NOV: 1. Kurt Goldie (Mai); 2. Art Clever (Yam); 3. Rocky Caswell (Suz).
250cc NOV: 1. R.C. McBroom (Kaw); 2. Butch Perk (Kaw); 3. Hugh Blacka (Yam).
125cc NOV: 1. Bob Reinking (Yam); 2. Chris Freeman (Yam); 3. Chris Huff (Suz).
250cc BEG: 1. J.N. Bosanko (Hon); 2. Mike Hair (Yam); 3. Randy Nelson (Kaw).
125cc BEG: 1. Joel Johns (Yam); 2. Mark Drake (Yam); 3. Brian Hunt (Kaw).
MINI BEG: 1. Anthony French (Yam); 2. James Blake (Hon); 3. Jeff David (Yam).
MINI NOV: 1. Edward Ganley (Kaw); 2. Wade Bone (Yam); 3. David Roach (Yam).
MINI INT: 1. William Surratt (Kaw); 2. Gary Ybana (Yam); 3. John McLelland (Yam).
MINI PRO: 1. Bruce Bunch (Suz); 2. Johnny Whitselt (Kaw).

LaPorte debuts on Honda at CRC Saddleback MX

By Lee Taylor

ORANGE, CA, DEC. 28

"Any which way I can!," was the order of the day at the California Racing Club's last race of 1980, at Saddleback Park. The madness started in practice with racers ricocheting off the sides of the track into each other, rubber tires lining the track, or whatever happened to be in sight.

The Open Pros provided the spectators with all the excitement of a National. Honda's Jim Gibson, with more than 75 Saddleback wins under his belt, was out for another. Gibson fired off the line in the first moto in charge and placed in motion a duel that was to be waged throughout the day with "Rocket" Rex Staten in second and Jeff Jennings running third after displacing Rick Zobel and TMC racer Doug Renno. Gibson left the traffic behind and proceeded to set up a 15-second lead over Staten. Staten pulled away from Jennings and into a 20-second lead. These three ran their own race, leaving Renno in fourth, to hold back Terry Turner and a field of traffic. Positions held down to the wire.

The second time around, once more it was a Gibson/Staten duel from the start with Steve Wiseman (Hus) in third holding back Jennings, Troy Manning, Turner and Jim Rose. Jennings pulled on into third and a classic confrontation went down as Gibson, Staten and Jennings separated themselves from the pack. By the end of the moto, Gibson had opened up a 20-second lead over Staten and was lapping two and three riders at a time. When the finish line loomed in sight, Gibson flew across to top money for the day, Staten secured second place loot and third overall went to Jennings.

Gregg "Gorgeous" Bayer, aboard a Honda, took on a field of over 30 250cc Beginners, out for yet another try at a first place, always the bridesmaid never the bride. This time, Bayer had it all together, cinching top honors with a beautiful pair of back-to-back wins.

The 250cc Pros brought down a duel between Danny LaPorte, aboard a new Honda, and Yamaha-mounted Mark Lawrence. The first time off the line, Norman Nilsson led the charge with Bob Kline, Yamaha-mounted for Luft Racing, hot on his tail. Kline took control and fought to hold on, but Lawrence and Dave Taylor edged Kline out, pushing him back to fifth. LaPorte, battling his way up through the pack, was engaged in a wheel-to-wheel duel for third before going on and moving Taylor out of second. As the battle for the lead continued down to the line with Lawrence holding firm over LaPorte, the rest of the field was pushing Curt McCuistion, riding for Kawasaki Motor Corp., now in fourth and flying! When the moto drew to a close, Lawrence led across, LaPorte was second and Taylor held off McCuistion for third.

The second time out, McCuistion led off the line with Dean Cates close in second and Andy Northrup rounding out the top three. A crash on the downhill brought out the red flag. Once more, McCuistion grabbed the holeshot and found LaPorte on his tail, followed by Lawrence. The battle that ensued between LaPorte and Lawrence for second had to be seen to be believed — A super tight scramble for the top three positions with less than four bikelengths separating them. On the straight, LaPorte took control, leaving McCuistion to fend off Lawrence in a wheel to wheel duel. Lawrence finally edge on by and went after LaPorte. Transmission problems were taking their toll on LaPorte, narrowing his lead over Lawrence to one and one-half seconds. McCuistion collided with a lapped rider but still held his ground. When the moto drew to a close, LaPorte crossed over to top money, barely ahead of Lawrence with McCuistion coming home to third place money.

Results

60 NOV: 1. Gary Morton (Suz); 2. Jeff David (Yam); 3. Jason McFarland (Yam).
60 EX: 1. Scott Brown (Suz).
80 BEG 1: 1. Greg Swepelson (Suz); 2. Tim Nash (Yam); 3. Trey McFarland (Yam).
80 BEG DIV 2: 1. Tim Linehan (Yam); 2. Billy Compton (Yam); 3. John Cameron (Kaw).
80 NOV: 1. Ed Ganley, Jr. (Kaw); 2. Jimmy Palmer (Yam); 3. Tim Rutherford (Kaw).
80 INT: 1. Wild Willie (Kaw); 2. Mike Healey (Suz); 3. Jason Rincon (Kaw).
80 EX: 1. Troy Blake (Yam); 2. Bruce Bunch (Suz); 3. Todd Campbell (Yam).
100 BEG: 1. Joey Handley (Suz); 2. Mike Medlin (Suz).
100 INT: 1. Charles Osterday (Yam).
125 BEG DIV 1: 1. Rick Roark (Kaw); 2. Kirk McLaws (Yam); 3. Jon Barrick (Yam).
100 BEG DIV 2: 1. James Klida (Yam); 2. Efren Mendeza, Jr. (Kaw); 3. Steve Watsor (Yam).
125 NOV 1: 1. Lane Steeber (Yam); 2. Gary Clark (Yam); 3. Michael Herrle (Yam).
125 NOV DIV 2: 1. Ron Stearns (Yam); 2. Tom Wilson (Yam); 3. Don Turk (Yam).
125 INT: 1. Vince McMahon (Yam); 2. Dede Cates (Suz); 3. Gary Curtis (Suz).
125 PRO: 1. Bob Elliott (Suz); 2. Curt McCuistion (Kaw); 3. Scott Manning (Yam).
250 BEG: 1. Gregg Bayer (Hon); 2. Rick Sauers (Yam); 3. Steve Probst (Hon).
250 NOV DIV 1: 1. Bill Easley (Yam); 2. Mike Harrison (Suz); 3. Butch Peick (Kaw).
250 NOV DIV 2: 1. Art Oliver (Hon); 2. Vincent Phillipps (Suz); 3. Tom Webb (Hon).
250 INT: 1. Mike Blake (Hon); 2. Mark Parkerson (Yam); 3. Chris Fleming (Yam).
250 INT DIV 2: 1. Jim Brodie (Hon); 2. Paul Bassett (Yam); 3. Kenny Campbell (Hon).
250 PRO: 1. Danny LaPorte (Hon); 2. Mark Lawrence (Yam); 3. Curt McCuistion (Kaw).
OPEN BEG: 1. Cary Clark (Mai); 2. Roger Henry (Suz); 3. Mark Weddle (Suz).
OPEN NOV: 1. Dan Martin (Mai); 2. James Conrence (Yam); 3. Richard Pollock (Yam).
OPEN INT: 1. Doug Jacobs (Yam); 2. Tom Browne (Yam); 3. Don Glover (Yam).
OPEN PRO: 1. Jim Gibson (Hon); 2. Rex Staten (Yam); 3. Jeff Jennings (Hus).
C.R.C. VETS JR: 1. Raymond Williams (Kaw); 2. Bob Barr (Mai); 3. Dwain Jarrett (Mai).
C.R.C. VETS INT: 1. Gary Clark (Mai); 2. Gary Livengood (Mai); 3. R.A. "Buzz" Moeller (Hus).
C.R.C. VETS SR: 1. Alan Olson (Mai); 2. Dan Moore (Mai); 3. Marino Bastionell (Mai).

Jennings, Gibson start '81 CMC season

By Mike Klinger

ORANGE, CA, DEC. 21

The new Continental Moto-sports Club 1981 numbers were sported at Saddleback Park, and Yamaha support rider Rick Johnson lived up to his number one rating by scoring two wins in the 125cc Pro class. The 250cc class numero uno, Scott Johnson, and Open class winner Val Tamietti took the day off to get rested for the Golden State Series.

In the 125cc Pro class the three top machines were the new water-cooled Yamahas. Johnson won both motos pretty handily but in moto one, Andy Kirker (Yam) took the holeshot and on lap two Johnson started his runaway. Kirker settled down in second and on lap eight, Eric Baker (Yam) overtook third place Todd Peterson (Yam), who fell off the pace. The moto ended with the win to Johnson ahead of Kirker, Baker and Peterson.

Moto two was again all Johnson's. He won but this time Baker was able to squeeze into second place for second overall in the standings. Kirker finished third over Ross Maeda (Suz).

Factory Honda rider Jim Gibson also made short work of his class. In moto one Gibson took the lead off the start and no one could reel in the distance the fleeing Honda rider was generating. Behind Gibson was Dave Gerig riding for Franks Racing Products, Dave Taylor (Yam), Steve Banning (Mai) and Jeff Jennings (Hus). Coming from the middle of the pack after a slow start was Rick Johnson (Yam), who moved into fifth behind Jennings, who in turn was pushing Banning for third. On lap six, both Jennings and Johnson jetted by Banning and pulled within inches of Gerig. Gibson ran away with the win, Jennings did get by Gerig for second, then came Gerig, and on the last lap Johnson snuck inside of Banning for fourth. Banning and Tony Gomez (Hon) rounded out the top six.

Gibson again did the trick in moto two but this time Gerig, Jennings, Banning and Danny LaPorte (Hon) made Gibson's victory a little tougher. LaPorte only rode moto two due to the fact he showed up at the track late and was unable to contest the first moto. Gerig retired early after a flat tire shot down his hopes of catching Gibson. The 14-lap event settled down and the standings were finalized. Gibson's 1-1 score was good enough for the overall, Jennings was second, followed by Banning, Gomez and Dean Cates (Suz).

In the Open Pro class it was an all Husqvarna affair. Jeff Jennings, Alan Smith and Tony DiStefano were all aboard the new 430 Husqvarnas. It was Jennings' day with a second overall in the 250cc contest and then the overall win in the Open. All three riders dueled in both motos but the positions stablized to have little effect on the outcome. Jennings was first overall, Smith second, DiStefano third and Gary Jones fourth aboard a Maico.

Results

MINI JR: 1. G. Valdez (Yam); 2. A. King (Kaw); 3. R. Hovis (Yam).
MINI INT: 1. M. Healey (Suz); 2. C. Taylor (Kaw); 3. J. Rincon (Kaw).
MINI EX: 1. S. Storer (Kaw); 2. B. Bunch (Suz); 3. L. Brooks (Yam).
100cc JR: 1. T. Nash (Roo).
125cc JR: 1. M. Alloy (Yam); 2. M. Herrle (Yam); 3. J. Delfante (Hon).
250cc JR: 1. M. Torres (Yam); 2. C. Freeman (Hon); 3. P. Siekierke (Yam).
500cc JR: 1. M. Sullivan (Mai); 2. J. Hurkman (Yam); 3. P. Smith (Suz).
125cc INT: 1. D. Hulen (Yam); 2. V. McMahon (Yam); 3. S. Gilbert (Yam).
250cc INT: 1. R. Ramsey (Hon); 2. S. Gilbert (Yam); 3. D. Ruble (Yam).
500cc INT: 1. D. Berger (Yam); 2. B. Olsen (Mai); 3. K. Sulie (Yam).
OVER 30: 1. J. McManaway (Yam); 2. M. Olson (Yam); 3. G. Clark (Mai).
125cc PRO: 1. R. Johnson (Yam); 2. E. Baker (Yam); 3. A. Kirker (Yam).
250cc PRO: 1. J. Gibson (Hon); 2. J. Jennings (Hus); 3. S. Banning (Mai).
500cc PRO: 1. J. Jennings (Hus); 2. A. Smith (Hus); 3. T. DiStefano (Hus).

Lawrence roars at CRC Dunes MX

By Terry Rezek

VALENCIA, CA, DEC. 21

Lawrence of Yamaha swept through the Dunes today in a determined search for gold, leaving chaos and two demoralized classes in his trail. Mark Lawrence went four for four in both the Open and the 250cc Pro classes for two money wins.

In moto one of the combined Open Intermediate/Pro class, Doug Taft got the holeshot in one of the few moves anyone put on Lawrence all day. Lawrence took the lead within one-half lap of the start. Rob Rollins followed him almost immediately to claim second and Taft was left to argue with Ronnie Gibson. That debate was soon resolved in Gibson's favor and Taft was back in fourth. There was no further discussion as all four continued on in that pattern to the end with Lawrence opening up an enormous lead by the finish, lapping all the Intermediates except the leader.

In moto two, it was clear that Lawrence really had the course wired. In the drag-race to the first turn, he pulled Taft by inches and disappeared in the direction of the checkered flag and the overall win. Rollins and Gibson also got by Taft for what seemed to be a repeat of moto one, except that Gibson was now slightly ahead. This continued for several laps before Gibson bobbled slightly and both Rollins and Taft got by. There was not enough time left and that was the way they finished. Rollins' two seconds earned him second overall and Taft's better finish in moto two gave him third overall.

In the Intermediate class, Tim Edmonson passed early leader Mark Glassmeier in the middle of moto one and was uncontested through moto two to take first overall. Vince Frudel rode two very consistent thirds right into second overall.

Switching to a smaller bike did not lower Mark Lawrence's ambitions. He and Kris Bigelow got the jump on Matt Whiting at the start of moto one of the 250cc Intermediate/Pro race and elbowed each other for two laps until Lawrence got by on lap three. He was taking full advantage of the knowledge of the track gained during the Open race and, once in the lead, simply added several seconds per lap to his margin. Lawrence had this course wired! He was getting 15 more feet than anyone else off the big jumps and by the middle of the race had lapped all but the top three Intermediates. In that class, Mark Parkerson led from start to finish and Randy Commons rode a tight second.

Matt Whiting decided to do the jumping in moto two and beat Bigelow and Lawrence out of the gate. Within half a lap, Lawrence breezed past Bigelow and proceeded to reel in Whiting. He took the lead from Whiting one lap later and Bigelow, who had followed Lawrence closely, passed Whiting almost simultaneously to get second. That was the finishing order and the order for the overall finish as well. In the Intermediate class, Parkerson got the holeshot and scampered to the moto win and the overall win.

In the 250cc Novice/Beginner race, John Reed and Tom Webb swapped first and second in the two motos with Webb taking the overall due to his better finish in moto two. The Beginners saw Chris Jackson go two for two

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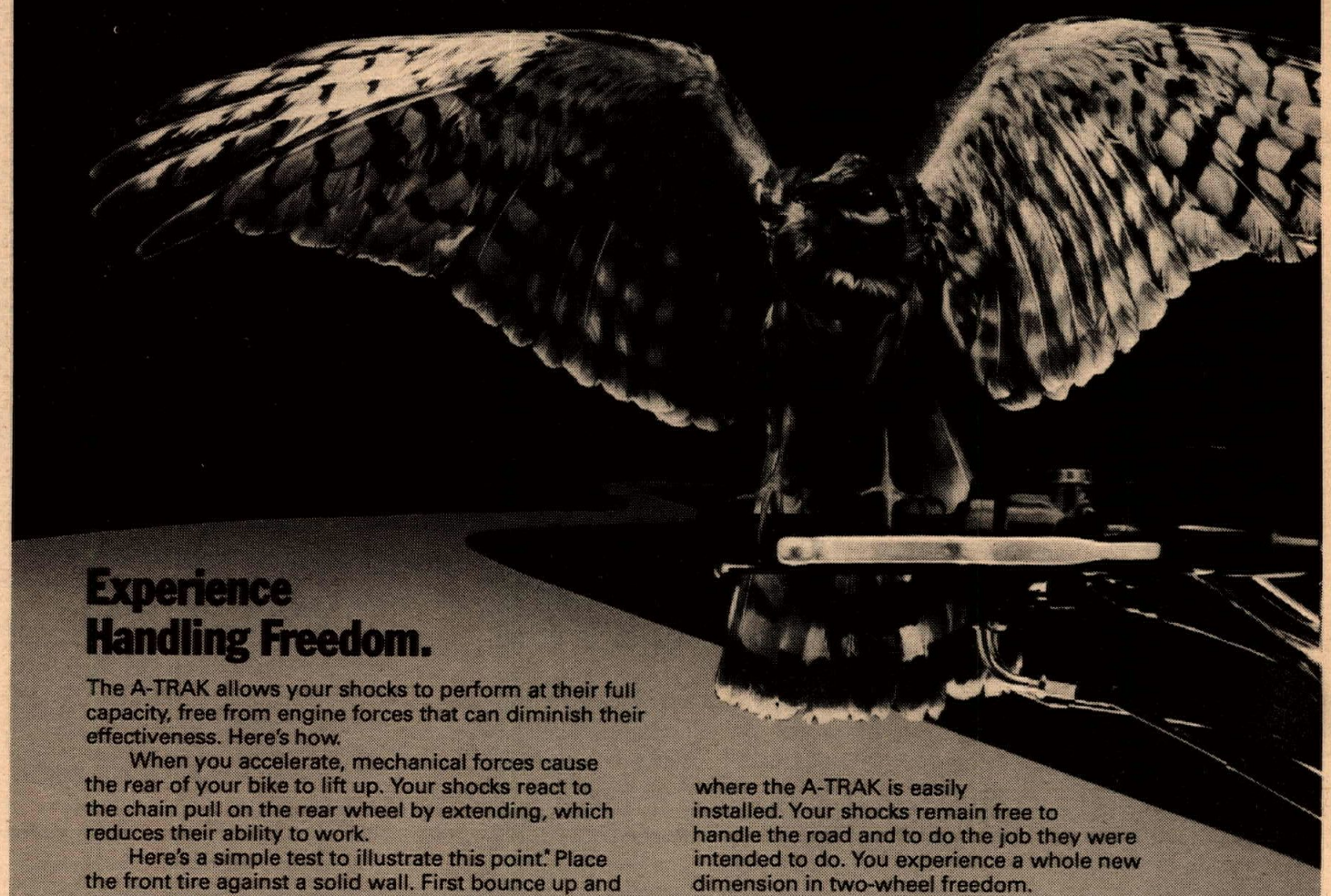

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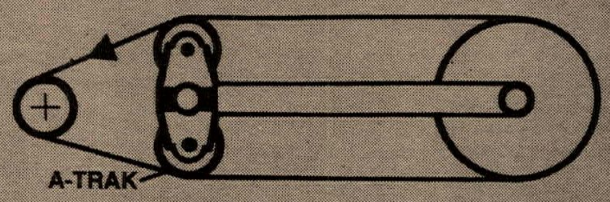

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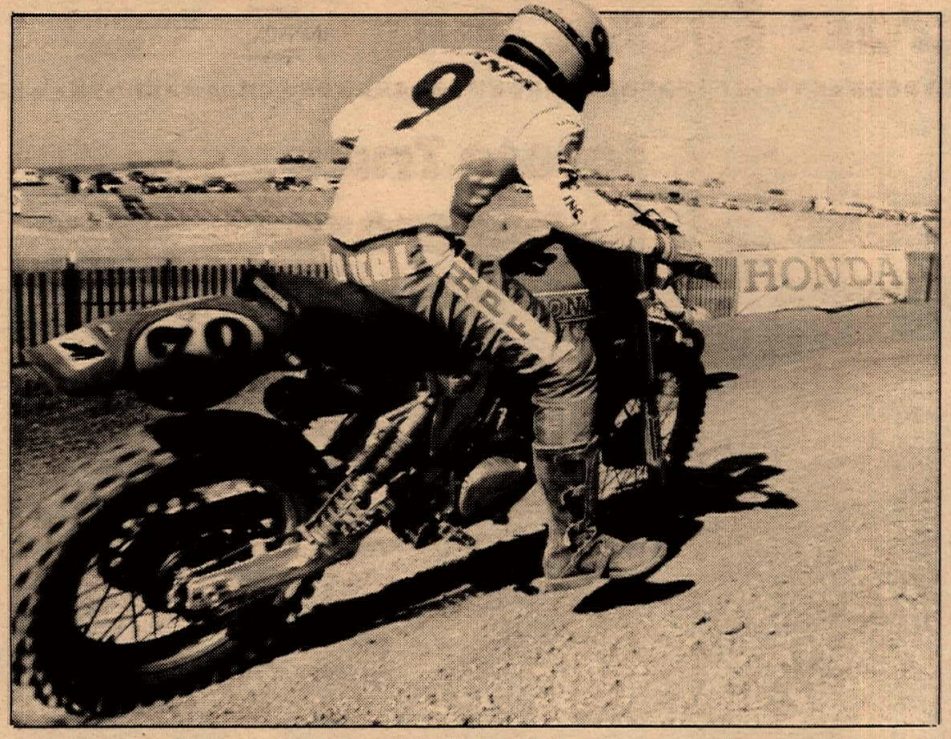

Ron Turner won two classes at CMC's inaugural four-stroke TT scrambles.

to take the overall win. He had his problems, though. He had to start in the hole in the first moto and work his way into the lead. Moto two saw him with the same problem and more. When he had taken the lead and was nearing the finish, he slid out in the big sandwash and lost the lead. Up and back into the race, he was able to regain the lead and continue on for the win.

The 125cc Intermediate/Pro race was actually two and one-quarter motos, due to a crash which brought out the black flag and necessitated a restart. It didn't matter. The 125cc race is usually a Johnny O'Mara benefit and today was no exception. Johnny O' holeshot all three starts and his overall lead was dependent only upon how far into the race you looked. As a matter of mild interest, he not only lapped *all* the Intermediates in both races but also passed all but second and third places of the Pro ranks! This 125cc Pro class is a marvel of consistency, with the top four winners finishing in that order in both motos. This was the last point race for 1980, so when you get your *official* results, you should also know your final standings.

Results

60 NOV: 1. Steven Kothandrxi (Yam).
60 INT: 1. Chris Cole (Suz).
80 BEG: 1. Tim Bluth (Yam); 2. David Couch (Kaw); 3. Beto Baca (Suz).
80 NOV: 1. Tony Puga (Kaw); 2. Joe Lozano (Yam); 3. Tony Alessi (Yam).
80 INT: 1. Don Feeley (Yam); 2. William Swarah (Yam); 3. Charles Osterday (Yam).
80 EX: 1. Rob Simons (Yam); 2. Alan Lippie.
100 BEG: 1. Mike Hughes (Suz); 2. Ronny Meyers.
100 NOV: 1. John Peters (Suz); 2. Jim Spotts (Suz); 3. Mark McDonald (Suz).
100 INT: 1. Jerry Anker (Yam); 2. Scott Morrison (Yam).
100 EX: 1. Zoli Mezzards (Yam).
125 BEG: 1. James Klida (Suz); 2. Kelly Virchow (Yam); 3. Rich Truchinski (Yam).
125 NOV: 1. Randall Lippie (Yam); 2. Dave Lamb (Yam); 3. Mike Moore (Yam).
125 INT: 1. Doug Gentry (Yam); 2. Russ Wageman (Yam); 3. Gary Bowman (Hon).
125 PRO: 1. Johnny O'Mara (Mug); 2. Bob Kline (Yam); 3. Eddie Perry (Yam).
250 BEG: 1. Chris Jackson (Yam); 2. Rodney Jaramillo (Yam); 3. Jeff Haas (Yam).
250 NOV: 1. Tom Webb (Hon); 2. John Reed (Hon); 3. Jim Volantro (Hon).
250 INT: 1. Mark Parkerson (Yam); 2. Scott Boek (Hon); 3. Geoge Jimenez (Yam).
250 PRO: 1. Mark Lawrence (Yam); 2. Kris Bigelow (Yam); 3. Matt Whiting (Yam).
CRC VETS JR: 1. G. Worrali (Yam); 2. Wes Sharp (Yam).
CRC VETS INT: 1. Bob Millner (Yam); 2. Ron Cole (Mai).
CRC VETS EX: 1. Dave Sanchez (C-A).
OPEN BEG: 1. Fred Hudgens (Hus); 2. John Mazor (Yam); 3. Garrie Turcotte (Suz).
OPEN NOV: 1. Steve Mandic (Kaw); 2. Frank Raduziner (Mug); 3. Alain Fieuw (Yam).
OPEN INT: 1. Tim Edmonson (Yam); 2. Vince Frudel (Yam); 3. Mark Glassmeier (Yam).
OPEN PRO: 1. Mark Lawrence (Yam); 2. Rob Rollins (Yam); 3. Doug Taft (Yam).

Jennings, Hansen, Kehoe victorious at SSM MX

By Terry Whytal
ORANGE, CA, DEC. 20

Team Honda's domination of motocross at Saddleback Park continued as Donnie Hansen swept both motos of the 250cc Pros. Battling with Hansen were Kawasaki riders Warren Reid and Goat Breker, Suzuki teamster Darrell Shultz, Honda's Johnny O'Mara, LOP's Mark Lawrence, Husky Pro Circuit rider Clark Jones and Kawasaki support star Robert Reisinger.

O'Mara was quickest out of the blocks in moto one and carried his lead through the first lap as the field of riders settled into position. O'Mara's ride was short lived however, as his chain derailed from the rear sprocket and Hansen took over the lead. Reid moved into second place as Breker trailed and Shultz kept the pressure on the front three. Reisinger charged into the number five position as the moto neared the end and the final order was set.

"Holeshot" Hansen lived up to his nickname in moto two as he powered into the early lead followed by Reisinger, Breker, Shultz and Clark Jones. Hansen was in full control of the moto from start to finish but the race for second was tight as Breker and Resisinger worked their mounts to the limit. Shultz lost half a lap trying to unclog his fuel vent and dropped to 10th at the checkers. Reisinger held off Breker for the runner-up slot but Breker clinched the second overall honors with Reisinger picking up third and Jones fourth.

Minibike stars A.J. Whiting and Erik Kehoe dueled on big bikes with the two competitors splitting the moto wins and Kehoe claiming the overall 125cc Pro win. Honda rider Craig Dale and Suzuki ace Bob Elliott tried to play spoiler roles but both had to settle for downfield finishing positions. Dale went home with the third overall money, Elliott with fourth.

Newly signed Husky riders Jeff Jennings, Steve Rhyan and Tony DiStefano provided the spectators with a show in the Open Pro class as Jennings went on to win the race with a perfect 1-1 score. Keeping the Husky riders honest was Juan Benavidez who put his Yamaha 465 into second in the first moto and backed it up with a fourth place in moto two to capture second overall.

DiStefano clinched third overall by placing in the number three slot at the checkers in race two. Robert Reisinger managed to pick up fourth overall as the only rider to ride both the 250cc and Open Pro races. Jim Weinert finished sixth overall on his first Wheelsmith-sponsored Maico ride.

Results

OPEN PRO: 1. Jeff Jennings (Hus); 2. Juan Benavidez (Yam); 3. Tony DiStefano (Hus).
250cc PRO: 1. Donnie Hansen (Hon); 2. Goat Breker (Kaw); 3. Robert Reisinger (Kaw).
125 PRO: 1. Erik Kehoe (Yam); 2. A.J. Whiting (Yam); 3. Craig Dale (Hon).
OPEN INT: 1. Mike Hair (Yam); 2. Bill Olsen (Mai); 3. Doug Hayes (Yam).
250cc INT: 1. Jim Brodie (Hon); 2. Roger Hayes (Yam); 3. Dan Ashcraft (Hus).
125cc INT: 1. Vince McMahon (Yam); 2. Harley Hall (Yam); 3. Cary Bowman (Hon).
OPEN NOV: 1. Marc Crider (Mai); 2. Troy Cambell (Yam); 3. Len Schnieder (Suz).
250cc NOV: 1. Jeff Scott (Suz); 2. Vint Butler (Yam); 3. Kirt Goldie (Mai).
125cc NOV: 1. Kevin Fringer (Suz); 2. Matt Alloy (Yam); 3. Eric Aloy (Yam).
VETS: 1. Marvin Olsen (Yam); 2. Jody Weisel (Mai); 3. James Banning (Hus).
250cc BEG: 1. Kevin Fringer (Yam); 2. Randy Nelson (Kaw); 3. Mark Lite (Yam).
125cc BEG: 1. Greg Grainger (Yam); 2. Rick Rourke (Kaw); 3. Mike Burse (Yam).
MINI PRO: 1. Rudy Dickinson (Suz); 2. Tyson Voland (Yam); 3. Bruce Bunch (Suz).
MINI BEG: 1. Ed Gauley (Kaw); 2. David Sharp (Yam); 3. Lee Beaver (Yam).

Benavidez banzais at DeAnza MX

By Ron Lawson
SUNNYMEAD, CA, DEC. 14

With the holidays closing in, many regular MXers decided to stay at home, but there was still a base of hard core fanatics at DeAnza Cycle Park to enjoy the partially redesigned track. Among them was Fred Combs, who proved to be the hottest rider of the day. In both motos of the 250cc Pro class, Combs piloted his Pomona Valley Kawasaki to the win convincingly over another Pomona Valley rider, Keith Dysert.

The Open Pro class was on the track at the same time as the 250s and it was Juan Benavidez on his Yamaha 465 who was able to give Combs the best run for his money. As a matter of fact, Benavidez led the first 13 laps of the first combined moto, but then lost his footpeg on one side and was forced to let Combs take over. Both riders still took the win in their respective classes. In the next race Benavidez took the lead early from another Open class rider, Ken Taylor (Yam), and then took it all the way home. Combs was soon easily in command of his race and was content to follow Benavidez across the line. Taylor was second Open classer and Dysert was second 250cc.

Rich Hoffman (Suz) ran a strong race in the 125cc Intermediate class and will soon be trying the Expert ranks. In the first moto he simply ran away from everyone in his class as well as the 250s and Opens which were on the same row. But his task was much harder in the second round when he hit a downed rider on the first lap and crashed himself. Although he was slow in getting restarted, he still managed to pass everyone in his class as well as the 250s and Opens again. Second in the 125cc class was John Dimmitt (Yam) ahead of Mike Mahurin (Yam).

In the 125cc Novice class it was Jim Pearson (Suz) taking the win. Pearson led most of the first moto, but a last lap slip up gave the win to Bryan Davis. In the next race it was Davis' turn to have hard times. He finished a considerable distance behind Pearson in third place. Craig Bua was second on his Suzuki.

Results

PEE WEE: 1. Chris Lowen (Yam); 2. Wesley Klein (Yam).
MINI BEG: 1. Pete Peterson (Yam); 2. Dale Bolen (Yam); 3. Lance Gorton (Kaw).
MINI NOV: 1. Danny Cantley (Kaw); 2. Gilbert Valdez (Yam); 3. Tom Combs (Kaw).
100 BEG: 1. John Hastings (Yam); 2. Patrick Irby (Yam).
125 BEG: 1. Daryl Cundari (Yam); 2. James Mobley (Suz); 3. Ed Yates (Yam).
125 NOV: 1. Jim Pearson (Suz); 2. Bryan Davis (Kaw); 3. Craig Bua (Suz).
125 INT: 1. Richard Hoffman (Suz); 2. John Dimmitt (Yam); 3. Mike Mahurin (Yam).
125 PRO: 1. Rick Rodgers (Kaw); 2. Ryan Eide (Suz).
250 BEG: 1. James Baker (Suz); 2. Bruce Watts (Kaw); 3. Mike Peters (Yam).
250 NOV: 1. Larry Dimmitt (Suz); 2. Toni Siracusa (Kaw); 3. Tony Presto (Yam).
250 INT: 1. Mark Branch (Suz); 2. David Stewart (Yam); 3. Ron Lawson (Suz).
250 PRO: 1. Fred Combs (Kaw); 2. Keith Dysert (Kaw); 3. Marty Miller (Yam).
OPEN NOV: 1. Brett Ramsey (Yam); 2. Mick Cline (Hus).
OPEN PRO: 1. Juan Benavidez (Yam); 2. Ken Taylor (Yam).

Turner tops first CMC 4-stroke TT

By Terry Whytal
ORANGE, CA, DEC. 14

The expert track builders at Saddleback Park designed and groomed an excellent TT style course for the inaugural running of the Continental Moto-sports Club's Four-Stroke slideways event.

Setting early fast times on the track were David Gerig on a Kelvin Franks-prepared 500 Honda and Ron Turner, riding the super potent Horsepower Factory XR. Turner and Gerig made it a two man show for much of the afternoon as they went 1-2 in both the Open Pro and 500cc Pro races.

Turner took command of the duel early in each race as he hooked his Honda's power up with the tacky Saddleback course and kept Gerig fighting through his roost. Gerig stayed in the hunt with some berserkly-styled sliding techniques but was unable to dethrone Saddleback's most consistent victor. Steve Chandler rode his Yamaha to the third place slot in the Open Pro battle while Randy Blevins followed the Turner/Gerig duel to the flag in the 500cc class on a Yamaha thumper. As a side note, former three-time National MX Champ Gary Jones gave TT a try and picked up seventh place in the 500cc Pros, riding a street legal XL500 that he rode to the races! Try that with a 465cc.

In the Veteran Masters class Chuck "Feets" Minert pushed his ancient BSA single into combat with Horsepower Factory riders Jim O'Neal and Tim Daily. O'Neal came out on top with room to spare as Minert and Daily dropped off the pace towards moto's end. Daily hung on to finish second while Feets settled for third and exclaimed, "Let's do this again!"

Cliff Lett rode his Yamaha/Honda mini to victory in the Mini Expert division. Lett shoehorned the only four-stroke mini engine available into the superior handling Yamaha chassis and blew the wheels off second place finisher Rick Atkins. Mike Word slid his Honda in for third with John Greenway picking up fourth.

Results

OPEN PRO: 1. Ron Turner (Hon); 2. David Gerig (Hon); 3. Steve Chandler (Yam).
500 PRO: 1. Ron Turner (Hon); 2. David Gerig (Hon); 3. Randy Blevins (Yam).
350cc PRO: 1. John Caper (Yam); 2. Jim O'Neal (Yam); 3. Rick Sieman (Yam).
250cc PRO: 1. Mark Porter (Yam); 2. Cliff Lett (Yam); 3. John Caper (Yam).
VET MASTER: 1. Jim O'Neal (Hon); 2. Tim Daily (Hon); 3. Chuck Minert (BSA).
VET INT: 1. Bob Behl (Tri); 2. Charles Smith (Yam).
VET JR: 1. Bob Whitlock (Yam); 2. Jon Wells (Yam); 3. Bruce Stewart (Yam).

500 INT: 1. Keith Guthery (Yam); 2. Bubba Span (Hon); 3. Ron Hasse (Hon).
250cc INT: 1. Chuck Warren (Yam); 2. Roy Porter (Yam); 3. Lloyd Thomas (Yam).
OPEN JR: 1. Allen Knowles (Tri); 2. Luke Sayer (Tri); 3. Don Miener (Yam).
500 JR: 1. James Ottele (Yam); 2. Tim Daily (Hon); 3. Jeff Graham (Hon).
250cc JR: 1. Mark Gagnon (Yam); 2. Jim Graham (Yam); 3. Rick Sieman (Yam).
ATC: 1. Mike Coe (Hon); 2. Duce Stewart (Hon); 3. Roy Greer (Hon).
MINI EX: 1. Cliff Lett (Yam); 2. Rick Atkins (Hon); 3. Mike Word (Hon).

Emde shines at ARRA Riverside RR

By Earl Smith

RIVERSIDE, CA, DEC. 7

The American Road Racing Association closed its 1980 season with a day that showed road racing at its best. The list of entrants read like the Who's Who of motorcycle road racing, with some of the fastest men on two wheels doing their thing.

The first race of the day saw Pat Eagan on the Yoshimura Suzuki that carried Wes Cooley to the '80 AMA Superbike title. Despite tires that just didn't want to stick to a cold track, Pat held off charges by Tracy Greiger (Kaw) and Suzuki-mounted Syd DeSoto to win the Open Cafe race. Superstar David Emde rode his California Suzuki of Orange-sponsored bike to a victory in the 750cc Cafe class, which was just the first of a string of victories for David, who took home the gold in 750cc Four-Stroke GP, 750cc Production and 250cc GP before the day was done.

The Open GP event was another opportunity for spectators to see the stars shine, as they watched Thad Wolff, Mark Homchick, Chuck Parme, Harry Klinzmann and Gennady Liubimsky duel for the lead in a heart-stopping race. Wolff led laps one and two, with Liubimsky and Parme trading second and third place behind him. On lap three Liubimsky went out and Mark Homchick moved from fourth to first, where he stayed for the rest of the race, eventually putting slower riders between himself and second and third place finishers Parme and Wolff.

John Glover gave us a look at a Yamaha Seca in action, and what a look it was, as John won both the 550cc Box Stock and the 550cc Production races.

Results

50 GP: 1. S. Piva (Suz); 2. D. Steere (Mal); 3. R. Hlavka (Ita).
100 GP: 1. D. Behrman (Hon); 2. C. Dickenson (Hon); 3. B. Caffelli (Hon).
125 GP: 1. T. Brown (Yam); 2. J. Glover (Hon); 3. R. Stabile (Hon).
200 GP: 1. J. Collins (Yam); 2. S. Stevens (SCRD); 3. D. Nelson (C-A).
250 GP: 1. D. Emde (Yam); 2. D. Busby (Yam); 3. D. Greene (Yam).
500 GP: 1. D. Greene (Yam); 2. C. Brooks (Yam); 3. B. Bernstein (Yam).
OPEN GP: 1. M. Homchick (Yam); 2. C. Parme (Kaw); 3. T. Wolff (Suz).
550 4-STROKE GP: 1. M. Duncan (Hon); 2. R. Miller (Hon); 3. B. Gottschalk (Yam).
750 4-STROKE GP: 1. D. Emde (Suz); 2. E. Van Marter (Hon); 3. M. Shier (Kaw).
OPEN 4-STROKE GP: 1. T. Wolff (Suz); 2. D. Busby (Kaw); 3. S. DeSoto (Suz).
550 CAFE: 1. E. Kocina (Yam); 2. L. Vallergia (Yam); 3. M. Vogel (Yam).
750 CAFE: 1. D. Emde (Suz); 2. E. Van Marter (Hon); 3. M. Shier (Kaw).
OPEN CAFE: 1. P. Eagan (Suz); 2. T. Greiger (Kaw); 3. S. DeSoto (Suz).
200 PROD: 1. J. Collins (Yam); 2. F. Callincos (Yam); 3. D. Bright (Hon).
250 PROD: 1. M. Madden (C-A); 2. D. Diaz (Yam); 3. R. Trask (Yam).
550 PROD: 1. J. Glover (Yam); 2. M. Vogel (Yam); 3. D. Langford (Kaw).
750 PROD: 1. D. Emde (Suz); 2. D. Fryer (Hon); 3. M. Krolick (Kaw).
OPEN PROD: 1. W. Blakeslee (Kaw); 2. C. Steward (Suz); 3. A. Post (Suz).
430 BOX STOCK: 1. M. Haller (Yam); 2. D. Behrendt (Yam); 3. J. Braucht (Yam).
550 BOX STOCK: 1. J. Glover (Yam); 2. D. Langford (Kaw); 3. D. Toland (Kaw).
750 BOX STOCK: 1. M. Krolick (Kaw); 2. D. Fryer (Hon); 3. E. Van Marter (Hon).
OPEN BOX STOCK: 1. W. Blakeslee (Kaw); 2. C. Steward (Suz); 3. A. Post (Suz).
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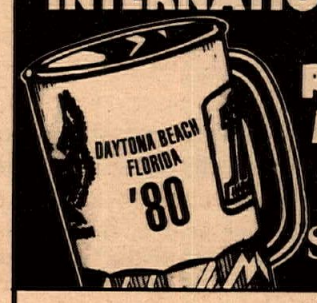

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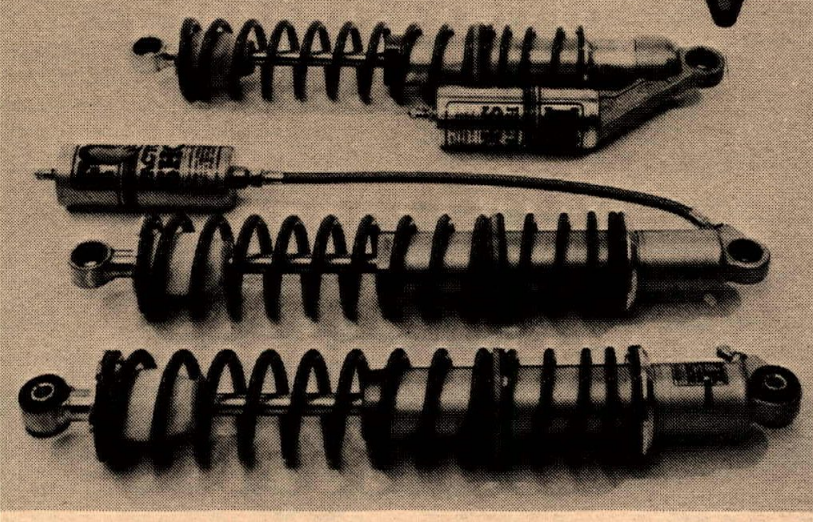

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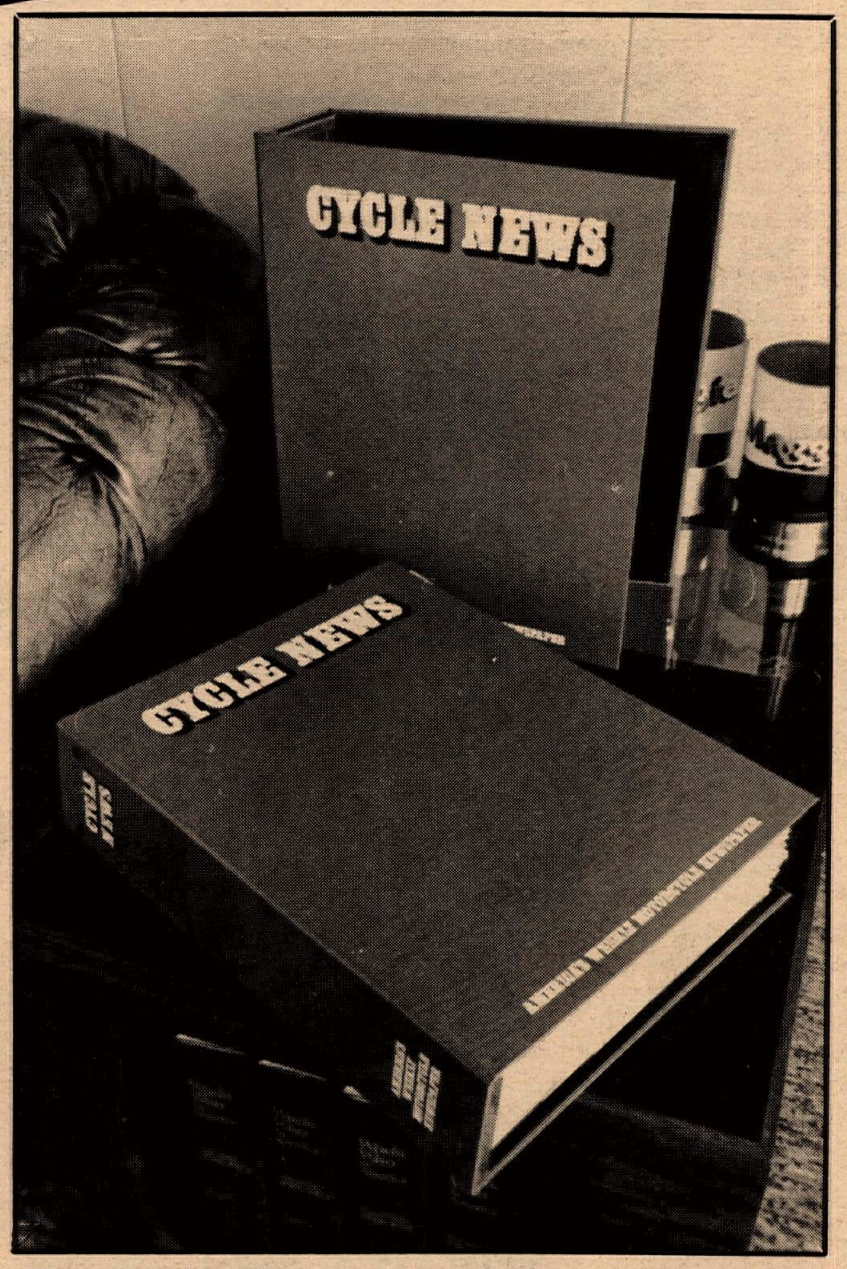

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Jack Greenberg was top 125cc Intermediate at CRC's Indian Dunes MX.

Webb wallops CRC Dunes MX

By Lee Taylor

VALENCIA, CA, JAN. 4

California Racing Club riders took to a newly carved International Track with wild abandon, launching the 1981 season at Indian Dunes.

Tom Webb, aboard a Honda for Kolbe started "81" off with a beautiful pair of wins in the 250cc Novices.

The start of the first moto saw a wheel-to-wheel duel for the lead between Byron Raney and Gregg Bayer, both Honda-mounted. Behind them came a field of angry, charging machines and racers. Out of a moto full of surprises, came Webb into a bid for the lead. Taking command, he left Raney to fight off Bayer, Todd Binns and Art Olivier. When the finish line loomed into sight, Webb led the way with Olivier in second and Raney holding down third.

The second time out it was a duel to the end between Webb in the lead and Olivier riding shotgun. An incredible duel down to the wire with the two racers, tangling handlebars and scraping each other's wheels all over the track. Olivier slipped by and Webb, holding back, made a lurch for the lead over a jump and eased on into a five bikelength lead. Bayer in third, held back the traffic and defended his position. When the checkered flag signaled an end to the madness, it was Webb who emerged for top honors, Olivier picked off a superb 2-2 ride and third overall went to Bayer.

Jack Greenberg, astride a Honda, emerged out of the 125cc Intermediate contest with the overall win.

The first time off the line, Greenberg grabbed the holeshot only to find the race red-flagged with a rider down in the far end of the track. In the restart it was Mike Woolfe, piloting a Yamaha out in front and setting up a superb ride for himself with Jim Boyd, Jim Connolly and Greenberg running second, third and fourth respectively. Woolfe simply let them fight their own battle and pulled a beautiful lead. Andy Nelinger in fifth, was knocking on the back door pushing relentlessly, down to the end. At the finish line Woolfe zoomed across, leaving Greenberg in second and Connolly third.

When the machines roared to life for the second time, it was Greenberg leading all the way and holding Nelinger to second and Boyd to third. A bad break for Woolfe, now back in seventh and fighting to get back to the top. A heavy duel went down between Greenberg and Nelinger with no relief in sight. When the checkered flag came out Greenberg eased across the line, just inches ahead of Nelinger and Connolly finished a solid third. Nelinger ended the day with second overall and third went to Connolly.

The first combined Pro moto saw 125cc Pro Larry Baker pull the lead for his division with Todd Broussard running second and Bryon Jordan in third. Baker found himself challenged by 250cc Pro Jim Coffey for the overall as these two tackled the berms wheel to wheel. The two men continued their duel down to the wire with Baker taking the win for the 125cc division and Matt Whiting, after burning a streak around the track, moved by Coffey for the 250cc division win. For the Open Pros, it was Steve Hutchens, aboard a Yamaha who ruled the day, throughout both motos, holding Mark Nation to second and Emery Woolsey, aboard a Kawasaki in third.

The second moto saw Hutchens out in front with Whiting on his tail followed by Joe Bray, Andy Meszaros and Coffey. Whiting was pushing Hutchens to the limit and seeing his chance, charged on by, setting up a beautiful lead. Coffey was smoking! He took over second and was out to catch Whiting when he suddenly slowed and pulled over; beset with mechanicals and forced to DNF. When the finish line came into sight, Whiting was there for the 250cc Pro win, Gary Reichenbach took second overall and third went to Andrew Graham. In the Open Pros the day belonged to Steve Hutchens and in the 125cc Pros, Baker finished the day with a grand slam, Broussard crossed over to second place loot and third overall went to Jordan. ●

Results

60 NOV: 1. Bubba Zarkson (Suz); 2. Paul Matthews (Suz).
60 EX: 1. Shane Trittler (Yam).
80 BEG: 1. Chris Cole (Suz); 2. Kenny Daniels (Yam); 3. Tim Bluth (Yam).
80 NOV: 1. Kyle Fleming (Yam); 2. Tony Abessi (Yam); 3. Joe Lozand (Yam).
80 INT: 1. Russ Winkler (Kaw); 2. Robert Mason (Yam); 3. Bryan Bruner (Yam).
80 EX: 1. Steve Van Duzen (YZ); 2. Andy Ellis (Yam).
100 BEG: 1. Mike Hughes (Suz); 2. George Niehaus (Suz); 3. Mitch Breuer (Suz).
100 NOV: 1. Jim Spotts (Suz); 2. Richie James (Suz); 3. Bruce Delgado (Suz).
100 INT: 1. Scott Morrison (Yam); 2. Kirk Williams (Yam); 3. Mike Bess (Yam).
125BEG DIV 1: 1. Tom Smith (Yam); 2. David Antillon (aym); 3. Eddie Ramirez (Yam).
125 BEG DIV 2: 1. Rich Truchioski (Yam); 2. Brian Godwin (Hon); 3. Randy Bailey (Yam).
125 NOV DIV 1: 1. John Spar (Yam); 2. Chris Cunco; 3. Mike Martin (Suz).
125 NOV DIV 2: 1. Steve Bainter (Yam); 2. James Klida (Yam); 3. Andy Kaplan (Suz).
125 INT: 1. Jack Greenberg (Hon); 2. Andy Nelinger (Suz); 3. Jim Connolly (Yam).
125 PRO: 1. Larry Baker (Hon); 2. Todd Broussard (Yam); 3. Bryon Jordan (Yam).
250 BEG: 1. Chris Jackson (Yam); 2. Michael Ouimette (Yam); 3. Dan Townsend (Yam).
250 NOV: 1. Tom Webb (Hon); 2. Art Olivier (Hon); 3. Gregg Bayer (Hon).
250 INT: 1. Richard Ising (Yam); 2. John Biffle (Hon); 3. Greg Atkinson (Hon).
250 PRO: 1. Matt Whiting (Yam); 2. Gary Reichenbach (Yam); 3. Andrew Graham.
OPEN BEG: 1. Mike Melton (Mai); 2. Howard Hatler (Yam); 3. Garrie Turcotte (Yam).
OPEN NOV: 1. Steve Mahric; 2. Alain Fievw (Yam); 3. Don Bager (Suz).
OPEN INT: 1. Edward Rea (Hus); 2. Mark Glasmeier (Yam); 3. Rocky Hash (Mai).
OPEN PRO: 1. Steve Hutchens (Yam); 2. Mark Nation (Mai); 3. Emery Woolsoy (Kaw).
VET JR: 1. Bob Crandall (Mai); 2. Chuck Dalton (Yam); 3. Bob Osborn (Mai).
VET INT: 1. Lou Sorensen (C-A); 2. Jerry Jobe (Mai); 3. Dennis Warner (Yam).
VET SR: 1. Al Stinebaugh (Suz); 2. Dan Sanchez; 3. Lynn McGraw.

Northern California-Northern Nevada-Oregon-W

NORTHERN DATELINE

Church is champ in All-Star Enduro

By ElRae Morgenthaler

TACOMA, WA, JAN. 4

The 1981 NMA Enduro Series started the way the 1980 series ended — with Steve Church winning in impressive fashion. The All-Star Enduro, sponsored by Seafair City M.C., was an invitational event comprised of 64 top A and B riders from the state of Washington.

An event scheduled for western Washington in early January could expect clear, freezing temperature, deep snow, heavy rain or even cancellation due to lack of access from flooding or snowdrifts, but as it turned out, the temperature was in the mid-40s with high overcast skies — perfect for riding.

The riders considered the course challenging but fun. Held in heavily wooded forest, the course consisted of approximately 60 miles of tight, good trail, free from horrendous obstacles and interspersed with infrequent short sections of muddy road. Because of the tightness of the trail, only one rider was started per minute, a fact much appreciated by them.

The schedule for the entire course was set at 18 mph and at the six checks, a total of five riders were early or zeroed only checks one, four or five. The fast schedule dramatically separated the A riders from the Bs as point losses ranged from 66 to Church's 13 for the As and from over 200 to 24 for the Bs.

The course consisted of the identical loop ridden twice and knowledge of the course would have been expected to improve scores the second time around. However, fatigue slowed most riders on loop two. It appeared that the makeup of the course would tend to favor the smaller displacement classes, but Church once again proved his all-around riding ability by winning on a YZ465. Church, 250 A winner Ron Clizbe and Lyle Duronso with 40 points lost took the team trophy for Mt. Baker M.C. ●

Results

OPEN A: 1. S. Church (13); 2. D. Johnson (18); 3. D. Bowers (23).
OPEN B: 1. D. Jones (24); 2. B. Larcom (52); 3. J. Piatt, Jr. (66).
250 A: 1. R. Clizbe (17); 2. A. Hardin (24); 3. K. Church (50).
250 B: 1. W. Johnson (39); 2. L. Milne (48); 3. D. Klein (50).
200 A: 1. R. Seil (14); 2. W. Keezer (22).
200 B: 1. L. Johnson (51); 2. L. Nixon (76); 3. T. Didenhover (89).
MASTERS: 1. G. Oyler (31); 2. R. Morgenthaler (32).

New Mexico-Colorado-Wyoming-Montan

Central Pipeline

Anderson excels at Red River hillclimb

By Diane Polley

MUENSTER, TX, DEC. 14

The last climb of 1980 for the Texas hillclimbers was held at Red River Cycle Ranch. The turnout could have been better, but there was still some hard riding with some of the class championships still up for grabs. The 250-foot hill was in perfect condition; some slow, soaking rains had settled it instead of washing in the last month and traction was good.

In the 370cc class, Will Alford and Mike Polley were tied for the class championship with 19 points each. Polley was glad that the climb was at Red River because he felt like he had a better chance of beating Alford on a speed hill. Polley and his Bultaco had a bad first run and took 7.86 seconds to reach the top, ending the round back in the pack. Alford took his Bul over in 6.68 seconds.

When Polley began checking his bike, he found that had been in fourth gear so he thought he could do better on his next try. He left the line and had a beautiful run, but would it be good enough? It was! Polley went over in 6.19 seconds. The run was even the fastest of the day so far.

Sweat, sweat! Alford had another try and he can always go a little faster. He did, but not fast enough; it took 6.45 seconds. Polley took the win and for the first time in several years Alford lost the 370cc class championship.

The Open class was another one where the championship was up for grabs. Tom Anderson had 24 points and was two points ahead of who else but Mike Polley. It was going to be hard for Polley to pull this one out of the bag. Anderson's 1000cc Triumph was the favorite.

They both had okay runs in the first round but nothing special. Anderson rode his triple first and rode it well. He left the hole flying and when he landed, it had taken 6.09 seconds to go up and over. That was good enough for both Top Time and first in class.

Would or could Polley do better? He had trouble off the line, but still had a good run. However, it had taken 6.28 seconds to go to the top. Anderson took the class win and the championship.

After all these close times and good runs, the last round in the Exhibition class was very exciting. Would Anderson keep his Top Time or would Alford, Polley or someone else take it?

None of them had really good first runs. Henry Polley rode first and even though he bettered his time by a second, it did not help him. Duffy Douglas on his 465 Yamaha went over in 6.31 seconds and for a while it looked like he was going to take first. Mike Polley took his Kawasaki over in 6.38 seconds.

Anderson's 6.09 seconds was looking safer, but then Alford came up. He brought his Kawasaki up, left the line and looked fine. He went over in 6.14 seconds to move into first, but not good enough for Top Time.

Anderson had one more try at first to see if he could break his own time. He had a good run at 6.25 seconds and it moved him into second place in the Exhibition class. Anderson and his triple remained the fastest pair for the day at 6.09 seconds. ●

Results

50: 1. Terry Hammack (140 ft.); 2. Shannon Fowler (60 ft.)
MINI MINI: 1. Duffy Douglas (9.80 sec.); 2. Donnie Pardue (10.31); 3. John Headrick (10.61).
MINI: 1. John Alford (8.16); 2. Charlie Dawes (8.60); 3. Rodney Dawes (9.25).
125 ENDURO: 1. Shawn March (10.94); 2. Allan Pardue (12.25).
250 ENDURO: 1. Al Bright (8.97); 2. K.E. Kellogg (9.21); 3. Dean Kellogg (9.60).
OPEN ENDURO: 1. Rob Fowler (7.8217); 2. David Fowler (7.8251); 3. Jessie Whitt (8.20).
100: 1. Jackie Anderson (8.08); 2. John Alford (8.31); 3. Charlie Dawes (9.09).
125: 1. Ricky Tanner (8.00); 2. Corky Dawes (8.34); 3. Jackie Anderson (8.39).
200: 1. Dean Kellogg.
250: 1. Benny Dabney (6.67); 2. David Anderson (6.98); 3. Robbie Bailey (7.04).
370: 1. Mike Polley (6.19); 2. Will Alford (6.45); 3. Corky Dawes (6.86).
500: 1. Duffy Douglas (6.61); 2. Henry Polley (6.62); 3. David Sims (6.77).
750: 1. Will Alford (6.20); 2. J.D. Driver (6.64); 3. Cleve Martin (6.75).
OPEN: 1. Tom Anderson (6.09 Top Time); 2. Mike Polley (6.28); 3. Jimmie Hammack (6.74).
EXHIBITION: 1. Will Alford (6.14); 2. Tom Anderson (6.26); 3. Duffy Douglas (6.31).

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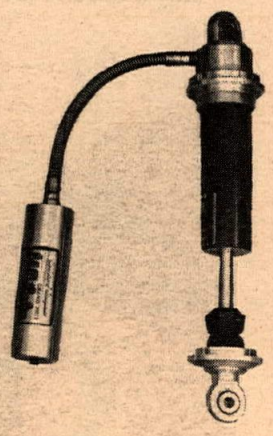

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CALENDAR

CHAMPIONSHIP EVENTS

1981 AMA/Winston Pro Series (tentative)

2/7	Houston, TX/TT
2/8	Houston, TX /ST
3/8	Daytona Beach, FL/RR
4/4	Gardena, CA/TT
4/11	Sacramento, CA/M
5/3	San Jose, CA/M
5/9	Gardena, CA/H-M
5/30	Louisville, KY/H-M
5/31	Elkhart Lake, WI/RR
6/6	Harrington, DE/H-M
6/13	Roosevelt, NY/H-M
6/21	Loudon, NH/RR
6/26	Hinsdale, IL/TT
6/28	Columbus, OH/H-M
7/4	Topeka, KS/H-M
7/19	Monterey, CA/RR
7/25	DuQuoin, IL/M
8/7	Hinsdale, IL/ST
8/9	Peoria, IL/TT
8/16	Pocono, PA/RR
8/22	Tulsa, OK/H-M
8/29-30	Indianapolis, IN/M
9/13	Syracuse, NY/M
9/20	San Jose, CA/M
9/26	Gardena, CA/H-M

1981 AMA National Championship MX Series (tentative)

3/29	Sacramento, CA/125-250
4/5	Orange, CA/125-250
4/12	Knoxville, TN/125-250
5/3	Atlanta, GA/125-250
5/17	Southwick, MA/250-500
5/24	Mt. Morris, PA/250-500
6/7	St. Petersburg, FL/250-500
6/14	Castle Rock, CO/250-500
6/28	Binghampton, NY/125-500
7/5	Buchanan, MI/125-500
8/2	Washougal, WA/125-500
8/16	Carlsbad, CA/125-500

1981 AMA Supercross Series (tentative)

1/31	Anaheim, CA
2/14-15	Seattle, WA
2/28	Atlanta, GA
3/7	Daytona Beach, FL
3/13-14	Houston, TX
4/25-26	Pontiac, MI
5/9	Kansas City, MO
7/11	Los Angeles, CA
10/24	San Diego, CA

1981 Trans-USA MX Series (tentative)

9/20	Lexington, OH
9/27	Buchanan, MI
10/4	Atlanta, GA
10/11	New Berlin, NY
10/18	Sacramento, CA

1981 AMA National Enduro Schedule

Eastern Region

3/1	100 mi. Nat'l Georgia Crackers M.C. Decatur, GA 404/296-7121
3/29	150 mi. Nat'l Green County Comp. Riders Columbus, NJ 609/298-5201
4/5	100 mi. Nat'l Don Thave Factory Works Nashville, TN 615/383-4620
8/23	100 mi. Nat'l Greylock Riders M.C. Pittsfield, MA 413/443-6369

Central Region

5/31	100 mi. Nat'l Dusty Wheels M.C. Shreveport, LA 318/929-2110
6/14	100 mi. Nat'l White River Enduro Riders Allendale, MI 616/895-7715
9/13	100 mi. Nat'l IN/IL/KY Enduro Riders Assn. Evansville, IN 812/867-2937
11/8	100 mi. Nat'l Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Western Region

2/22	150 mi. Nat'l Chaparrals M.C Placentia, CA 714/528-3007
10/25	125 mi. Nat'l Mt. Baker M.C. Bellingham, WA 206/733-1694
11/1	100 mi. Nat'l Checkpoints M.C. Whittier, CA 213/691-4186

1981 AMA Two-Day Qualifiers

3/21-22	Tulsa, OK Tulsa Trail Riders Tulsa, OK 918/586-8091
4/25-26	Ridgecrest, CA Sunland Shamrocks M.C. Sunland, CA 213/243-1101
5/2-3	McMinnville, OR Trask Mountain M.C. McMinnville, OR 503/472-3828
5/9-10	Bellingham, WA Mt. Baker M.C. Bellingham, WA 206/676-8139
5/23-24	Maplesville, AL Perry Mountain M.C. Maplesville, AL 205/366-2682
6/6-7	Livingston, TN Cross Country Ent. Gallatin, TN 615/452-7096

1981 Drag Race Schedule (tentative) NHRA/NMRA

3/12-15	NHRA Gatornatls. (Pro Stk. only) Gainesville, FL
4/25-26	NHRA Southern Natls. (Top Fuel only) Atlanta, GA
5/2-3	NMRA Southeastern Natls.,Gainesville, FL
5/23-24	NMRA Spring Natls. Epping, NH
6/13-14	NHRA Spring Natls. (Pro Stk. only) Columbus, OH
6/27-28	NMRA Midwestern Natls., Cincinnati, OH
7/18-19	NHRA Summer Natls. (Pro Stk. & Sup. Elim.) Englishtown, NJ
8/8-9	NMRA Golden State Natls., Fremont, CA
8/22-23	NMRA Longhorn Natls. Ft. Worth, TX
9/5-7	NHRA U.S. Natls. (Top Fuel & Sup. Elim.) Indianapolis, IN
10/3-4	NMRA U.S. Natls. Atco, NJ
10/17-18	NHRA Winston World Finals (Top Fuel only) Ontario, CA

Dragbike!

3/5-7	Orlando, FL
4/4-5	Commerce, GA
6/5-7	Cincinnati, OH
6/27-28	Rising Sun, MD
7/10-12	Baton Rouge, LA
8/1-2	Union Grove, WI
8/7-8	Belle Fousche, SD
9/5-6	Cicero, NY
9/19-20	Columbus, OH
10/24-25	Jackson, TN
11/28-29	Gainesville, FL

IDBA

4/18-19	Gulfport, MS
5/16-17	Darlington, SC
6/6-7	Louisville, KY
8/15-16	Cleveland, OH
9/12-13	Houston, TX
10/10-11	Gulfport, MS

1981 SCORE Race Schedule

2/6-8	Parker 400 Parker, AZ
3/20-22	Mexicali 250 Mexicali, Baja California, Mexico
4/17-19	Barstow Barstow, CA
6/5-7	Baja Internacional Ensenada, Baja California, Mexico
8/20-23	SCORE Off Road World Championship Riverside Intl. Raceway, Riverside, CA
9/25-27	SCORE Off Road Championship Golden State Intl. Raceway, Sonoma, CA
11/3-6	Baja 1000 Ensenada to La Paz, Baja California, Mexico

1981 World Championship Road Race Series (tentative)

3/22	Buenos Aires, Argentina
4/26	Salzburgring, Austria
5/3	Hockenheim, Germany
5/10	Monza, Italy
5/17	Paul Ricard, France
5/24	Jarama, Spain
5/31	Rijeka, Yugoslavia
6/27	Assen, Holland
7/5	Spa, Belgium
7/12	Imola, Italy
8/2	Silverstone, England
8/9	Imatra, Finland
8/16	Anderstorp, Sweden
8/30	Brno, Czechoslovakia

1981 World Championship Endurance Race Series (tentative)

4/18-19	Le Mans, France
6/14	Nurburging, Germany
6/21	Zeeltweg, Austria
7/11-12	Barcelona, Spain
7/26	Suzuka, Japan
8/15-16	Spa, Belgium
9/6	Mugello, Italy
9/27	England

1981 World Championship MX Series (tentative)

125cc

3/29	Italy
4/5	Holland
4/12	Austria
4/26	West Germany
5/3	France
5/24	Yugoslavia
5/31	Poland
7/5	Switzerland
7/19	LEXINGTON, OH
8/2	Finland
8/9	Czechoslovakia
8/16	Spain

250cc

3/29	France
4/5	Spain
5/3	Austria
5/17	Italy
5/24	Czechoslovakia
5/31	Bulgaria
6/14	Switzerland
6/21	Hawkstone Park, England
7/5	West Germany
7/26	NEW BERLIN, NY
8/9	Russia
8/16	Holland

500cc

4/5	Austria
4/26	Switzerland
5/17	Finland
5/24	Sweden
5/31	Italy
6/14	France
6/21	CARLSBAD, CA
7/5	Farleigh Castle, England
7/19	Holland
7/26	Czechoslovakia
8/2	Belgium
8/9	Luxembourg

Sidecar

4/26	Belgium
5/10	Yugoslavia
5/17	West Germany
5/24	Holland
5/31	Sweden
7/19	Beenham Park, England
7/25	Whitehead, Ireland
8/2	Austria
8/9	France
8/23	Switzerland
8/30	Denmark

1981 World Championship Trials Series

2/22	Spain
3/1	Belgium
3/7	Ireland
3/15	England
5/17	France
5/24	Italy
5/31	Austria
6/14	WATKINS GLEN, NY
9/6	Finland
9/13	Sweden
9/20	Czechoslovakia
9/27	West Germany

Other Major Events Abroad

2/7-8	World Ice Racing Final Inzell, West Germany
2/28	Australasian Speedway Final Liverpool, Australia
5/28-30	FIM Rally Vrnjacka Banja, Yugoslavia

6/6-12	Isle of Man TT Isle of Man
6/21	Speedway Pairs World Final Chorzow, Poland
7/12	Commonwealth Speedway Final Bellevue, England
7/25	Intercontinental Speedway Final Vojens, Denmark
7/25	Continental Speed- way Final Prague, Czechoslovakia
8/16	Speedway Team World Final Olching, West Germany
8/22	Ulster Grand Prix Ireland
8/23	Sidecar World Grass Track Final Assen, Holland
9/5	Individual World Speedway Final Wembley, England
9/6	Trophee des Nations (250cc) Belgium
9/13	Motocross des Nations (500cc) West Germany
9/13	Solo World Grass Track Final Lussac, France
9/19-20	Bol d'Or Endurance Race Paul Ricard, France
9/20	World Long Track Final Gornja Radgona, Yugoslavia
9/27	Coupe des Nations (125cc) Italy
10/5-10	ISDE Isle of Elba, Italy

EVERY WEEK

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore. All classes. For info: Leonard Smith, 700 SE 10th, Pryor, OK 74361. 918/825-3049.

TEXAS

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. Info 713/482-7593.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6 places to Am., Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $10, Pros $15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

IDAHO

IESRA SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $4, Pros $6. Silencers & class C traction required. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, WA. 5 mi. E of I-5 on Hwy. 503. All classes, 100% Pro p.b. Entry $8.50, Pros $12.50. Home of the Gresham Toyota Pro Series. For info: Action OZ, Rt. 3, Box 379E, Gresham, OR 97030. 503/665-6707.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs. free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7 a.m., prac. 8, race 9. Info 714/727-1171.

[redacted]

January 9-18

SAN FRANCISCO SPORTS & BOAT SHOW
Cow Palace, San Francisco, CA. Motorcycles, cars, 4x4s, accessories, apparrel & more. For exhibit space contact: San Francisco Sports & Boat Show, 615 Front St., San Francisco, CA 94111. 415/362-2442.

January 16-17

15TH ANNUAL MOTORCYCLE & ACCESSORY TRADE EXPO
Anaheim Convention Center South Hall, Anaheim, CA. Open Fri. 6-10 p.m., Sat. noon-10 p.m. Admission $4, 6-12 $2, under 6 free. Discount adult coupons avail. @ participating m/c dealers. Info 714/549-4834

January 16

MOTOR SPORT PRESS ASSN. BANQUET
San Francisco, CA. 7 p.m. Semi-formal cocktail party & dinner to honor top racers inc. Kenny Roberts, Randy Mamola, Jim Filice. Info 415/969-1682 (Bill Spencer).

January 17-18

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 a.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

DG GOLDEN STATE SERIES MOTOCROSS
Fremont Raceway, Fremont, CA. $3000 Pro purse. Sptsmn. ride Sat., Pros Sun. Sptsmn. entry $10 mail/$15 post; Pros $25/$35. CMC lic. req., avail. @ track. Info & mail entries to: PO Box 1216, Pacifica, CA 94044. 415/355-4760.

January 17

INDOOR WINTER SHORT TRACK
Southwest Washington Fairgrounds, Centralia, WA. Am & Semi-pro classes. Entry $8, Semi-pro $12, watch $4. Sign up 6 p.m., race 7:30. Miracle Mile Promotions. Info 206/736-0113, 8423.

LONE STAR PIT BIKE MOTOCROSS SERIES
Will Rogers Memorial Center, Ft. Worth, TX. Exit University Dr. N off I-30 to Crestline (1st red light). Ten classes, Micro Mini Auto-Ex. $, 2 & 4-stroke. Prac. 7 p.m., race 8:30. Entry $6. Info 817/498-7304 (Royal W. Sherbet).

DESERT DEMONS MOTOCROSS
Marine Corps Air Ground Combat Center, 29 Palms, CA. I-10 to Hwy. 62 exit to 29 Palms, adobe rd. 3 mi. to base, main rd. in base to end of main camp (approx. 1 mi.) to left @ MX cycle course sign. 80-Open + PP & Team if enough entries, two 5-lap (3.2 mi./lap) motos/class & 14-lap team race. Same day trophies thru 3rd if @ least 6 in class. Showtime 0800, prac. 0815, race 0900. Entry $7/class, Team $5/racer + $7 class fee. Info 714/368-3855 (Wally Emick).

January 18

MOAPA TO VEGAS HARE & HOUND
Moapa, NV. Approx. 60 mi. N of Vegas on I-15, limed from Hidden Valley turnoff, allow 1½ hr. drive time. Finish near Las Vegas. All classes except Mini, 130 mi. 1 way all new course, 3 major gas stops, 1 alt. 25% brass, trophies to top 10 o/a, "trick" finisher pins, 1st MRAN pts. race in '81. Camp out @ start. Entry $16. Race day sign up 6-8 a.m., riders mtg. 8:15, race 9. Pre-enter to Groundshakers M.C. c/o Steve Hampton, 2975 Ferndale, Las Vegas, NV 89121. Info 702/457-0343 (days), 451-7547 (nites, Casey Folks).

LODI M.C. ROUGH SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Btwn. Darney Ln. & Armstrong Rd., E off 99 Fwy. Mini-Open & Semi-Pro. Gates open 8:30 a.m., sign up 9-11, prac. 10, race 11:30. Entry $10/bike, watch $3. Info 209/931-3722, 368-7182 (Barbara).

MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 175/250/Open, 30% trophies, no card req. Entry $12, watch $4. Gates open 6 a.m., sign in 8-9:30, race 10. Info 415/798-5695, 634-3328 (Tom Anderson).

CPTA NEW YEARS TRIAL
Ioco, British Columbia. Within 15 mi. of Vancouver. Beg./Jr./Sr./Ex. Sign-up 9 a.m. Entry $5. CPTA, 834 Smith Ave., Coquitlam, B.C. V3J2X2, Canada. Info 604/936-7746 (Don Clark), 596-0757 (Graham Jackson).

RIVER RANCH GRAND PRIX
River Ranch Race Park, Madera, CA. Hwy. 99 & Ave. 7 off ramp, follow signs. All classes inc. PP, 3-wheel, OT & Vets. 100% Pro p.b., 30% trophies. 6-mi. course, race 1 hr., no card req. Gates open 7 a.m., 1st race 10. Free dry camping. Entry $12 mail, $15 post. Mail entry closes 1/15, mail to: Bill Clark, 2024 E. Acacia, Fresno, CA 93726. 209/224-6093.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to Broadway exit. Mini-Vet., 100% p.b. Entry $10, Pros $13. Concessions, free camping. Info 805/937-6171 (Gene Dunne).

ARGYLL MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, plenty of bonus trophies, 100% Pro p.b. Watch for trophy equip. trade up program. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 8:30. Entry $13, Semi-pro $15 + $5 park fee, gate add $4, 6-12 $1. Info 916/678-3592 (Buel Campbell).

CLARKS BRANCH MOTOCROSS
Clarks Branch MX, Roseburg, OR. Clarks Branch Rd., 6 mi. S of town off I-5 East. Midget-Open Pro, always 200% Pro p.b. Gates open 8 a.m., prac. 8:30-9:30, race 10. Entry $6, Pros $10, admission $3, 6-18 $2, under 6 free. Info 503/673-1671, 3205 (Delbert Longbrake).

CYCLELAND SPEEDWAY MARATHON
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. 99E & Gate-Shippee Rd. All classes + OT, PP, Ody. & 3-wheelers. 1 or 2 riders/bike, 20% trophies, dbl. trophies for teams (2 man). No pit riding or prac. Sign up 7-8:15 a.m. for 1st race, race 8:30-10 1st race. Entry $10, watch $3, under 6 $1. Info 916/891-6171.

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, AMA Prog. Pro & D-37 MX pts. 30% same day trophies to Sptsmn. 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Park open Tues.-Sun. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. Info 714/653-8068, 5048, 7979.

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CRC MEMBERSHIP REQUIRED
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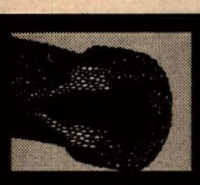
AMA DISTRICT 37
DESERT RACES
Jan. 25 — Brush Busters H.S., Lucerne
Feb. 8 — Dirt Fliers, Lucerne
MOTOCROSS
Jan. 18 — DeAnza, Sunnymead
Jan. 24 — Saturday Saddleback
ENDURO
Feb. 1 — Prospectors, Red Mtn.
Feb. 22 — Chaparrals, Red Mtn.
SHORT TRACK
Jan. 18 — Lightweights, Saddleback
See Calendar
For Details Or Call
HOT LINE (805) 254-0941

CRC MOTOCROSS RACE SCHEDULE
Jan. 18 — Indian Dunes
Jan. 25 — Saddleback
Feb. 1 — Anaheim Stadium
★ Amateur Supercross ★
1981 CRC Memberships Available
CRC Membership Required
213-830-7519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SRA Jan. 18
NEW YEARS G.P.
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Jan. 18 Feb. 1 — 15
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CMC MOTOCROSS
Saddleback Park, Orange, CA. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $8 mail/$10 post, Pros $13 mail/$15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

SRA NEW YEAR'S GP
Saddleback Park, Orange, CA. All classes. 20% trophies, finisher pins. Gates open 7 a.m.; 0-200 & Sr. (+ 35) prac. 8, race in a.m.; 201-Open prac. 12:30 p.m., race in p.m. Entry $12 mail, $15 post. SRA comp. lic. req. ($6/yr.). Info 714/828-1358.

SHIRT JAZZ MOTOCROSS
Fernley Lions Club Track, Fernley, NV. 30 mi. E of Reno. All classes, 30% trophies, 100% Pro p.b., all proceeds to Washoe County Retarded Citizens Adult Recreation program. Entry $8, Pros $12, gate $3. Prac. 7 a.m., race 9. Info 702/329-1323 (day), 575-2898.

AMA D-37 ST & SPEEDWAY
Saddleback Park, Orange, CA. Chapman Ave., E from Newport (55) Fwy., S on Santiago Canyon Rd. Season premier. Trophies for Nov./Am./Ex. Special classes: Beg., Srs., Hacks, Speedway. Gates open 7:30 a.m., prac. 9, sign up closes 9:30, race 10. Gate $6, entry $8, watch $3. Lightweights M.C. Info 213/371-7356, 495-4771.

SAND LAKE SCRAMBLES
Sand Lake, OR. 11 mi. S of Tillamook on Hwy. 101, turn rt. & follow signs. 125/200/250/Open/OT/ATC/ODY. Trophies 30% up to 6 riders/class. Free camping, rest rooms. Sign up 9 a.m., riders mtg. 10:15, race 10:30 rain or shine. Entry $10. Trailfinders M.C. Info 503/649-5134, 359-4624, 760-8282.

ARC RACES
Saguaro Raceway, Hughes Access Rd., Tucson, AZ. No longer AMA-sanc. New classes — Novis, Am., Sr. Am. (for those who don't want to go Ex. or come down) & Ex. Gates open 7 a.m., prac. 8, race 9. Entry $8, non-memb. add $2, gate $4 spectators, $3 riders. ARC cards $15. Info 602/795-2238.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, gates open 7 a.m., prac. 8, race 9. Entry Spts. $10/Pros $13. 30% brass. p.b. to Pros. AME lic. req. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

SPANAWAY MOTOCROSS
Spanaway, WA. 152nd & 22nd Ave. South. All classes, new owners, revised track w/lots of sand, Petty start gate, concrete slab. 100% Pro p.b., 30% trophies, 100% Pee Wee trophies. Gates open 7:30 a.m., tech 9, prac. 9:30, race 10:15. Entry $8.50, Pros $13.50, watch $4, under 12 $1. Info 206/848-6335 (Kathie Swanson).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4793.

January 24-25

DG GOLDEN STATE SERIES MOTOCROSS
Huron Cycle Park, Huron, CA. $3000 Pro purse. Sptsmn. ride Sat., Pros Sun. Sptsmn. entry $10 mail/$15 post; Pros $25/$35. CMC lic. req., avail. @ track. Info & mail entries to: 384 Washington St., Coalinga, CA 93210. 209/935-0485.

January 24

OREGON INDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. W of town on Hwy. #34 to 53rd St., rt. to frgrds., main arena. Mini Beg.-Open Pro, season high points award. Knobbies allowed below 200cc. Entry $5, Pros $10 (75% p.b.), pit pass $4, watch $3. Sign up 6, prac. 7, race 8. Willamette Valley Cycle Club. Info 503/753-0942 (Gary Baney).

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes, all new sand track. D-36 rules enforced, no rider insur. Entry $12, Ex. $15 + $4 gate (100% p.b.), watch $4. Gates open 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 (Tom Anderson).

January 25

D-38 KING OF THE DESERT RACE
Plaster City, CA. Marked from I-8 in Imperial County @Dunaway Rd. exit, start/finish @ ancient dry lake bed. All welcome, prizes, free beer. Los Exploradoes, silencers req. King class (no bike size,) $1000 min. purse + 70% p.b., entry $50 pre, $60 post. Other classes 20% trophies & $500 divided among all classes; entry $12 pre, $15 post. Mini (80cc/14 yr. max, separate course) entry $5. Riders mtg. 8:30 a.m., race 9. Mail entries w/2 SASE & checks or money orders payable to Fudpucker Racing Team to: SDCSC, 1529 Fairvalley Rd., El Cajon, CA 92021. Info 714/447-4392 (eve.), 427-5759.

GRAPEVINE MOTOCROSS
Grapevine, TX. 5 mi. W of town, corner of Hwy. 114 & Marshall Creek Rd. All classes; Mini & Nov. race in a.m., Int. & Ex. in p.m. Sandy loam track. Info 817/430-8213 (track), 214/270-4037 (Mr. Hickey).

MRA MEDFORD MOTOCROSS
Medford MX Park, Kirtland Rd., White City, OR. Mini-OT, 100% Pro p.b. (no lic. req.), good concessions w/friendly service. Gates open 8 a.m., prac. 9, race 10. Entry $6, Pros $10, watch $3. Info 503/779-6099.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

SPANAWAY MOTOCROSS
Spanaway, WA. 152nd & 22nd Ave. South. All classes, new owners, revised track w/lots of sand, Petty start gate, concrete slab. 100% Pro p.b., 30% trophies, 100% Pee Wee trophies. Gates open 7:30 a.m., tech 9, prac. 9:30, race 10: 15. Entry $8.50, Pros $13.50, watch $4, under 12 $1. Info 206/848-6335 (Kathie Swanson).

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. $10/Pros $13. 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

SDRA MOTOCROSS
Star Track MX Park, El Paso, TX. Off I-10 W, West Mesa, Country Club Rd., N.M. 275 (Santa Teresa Country Club area). Mini-Open + 3-wheelers. Trophies; $1500 Ex. purse, 15 riders/class, 100% p.b. for less. Prac. 9:30 a.m., race 11. Entry $22 Ex., $19 Am., $18 Nov. & 80 Ex., $16 80 Am., $15 80 Nov., $14 Mini Mini, $3.50 gate. $4 off pre-entry mailed before 1/20 to: Arvol Brumley, 8375 Alameda Ave., El Paso, TX 79907. 915/859-4718.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only $9. AME lic. req. Gates open 7 a.m., prac. 8, race 9. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $8 mail/$10 post, Pros $13 mail/$15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

D-36/BOSS MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 to Sunrise in Rancho Cordova, S to White Rock, lft. to stop, lft. to track. All District classes + Prog. Pro, on Brad Lackey track. Bonus trophies, Parts-in-the Pits, 100% Pro p.b. No pit riding, bicycles or dogs. Gates open 6:30 a.m., prac. 7:30, race 9. Entry $13, Semi-pro $15 + $4 gate, watch $4, 6-12 $1. Info 415/829-5330, 462-0537 (Fred Dion).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open Tues.- Sun. Info 714/653-8068, 5048, 7979.

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies, to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

Jan. 30-Feb. 1

10TH ANNUAL INTL. WORLD OF WHEELS
Bakersfield Auditorium, Bakersfield, CA, Open Fri. 5-11 p.m., Sat. noon-11 p.m., Sun. noon-10 p.m. Trophies thru 3rd in all classes, cash awards. Info 805/399-7967 (D.A. McCutcheon).

Jan. 31-Feb. 1

DG GOLDEN STATE SERIES MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. $3000 Pro purse. Sptsmn. ride Sat., Pros Sun. Sptsmn. entry $10 mail/$15 post; Pros $25/$35. CMC lic. req., avail. @ track. Info & mail entries to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

January 31

AMA SUPERCROSS KICKOFF
Anaheim Stadium, Anaheim, CA. Gates open 6:30 p.m., race 8. Tickets $15/$12/$9/$6 adults, $7.50/$6/$4.50/$3 children. Info 714/999-8900.

AMA SEMI-PRO MOTOCROSS
"E" St. Bridge sand track, Marysville, CA. Under Hwy. 70/Yuba River bridge, take N. Beale Rd. off ramp, over levee on Shad Rd., S end of bridge. All classes, rain or shine, Prog. Pro pts., bonus trophies, Parts-in-the-Pits, sheltered pits. No pit riding, riding day before race. Gates open 6:30 a.m., prac. 8, race 9. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Info 916/695-2727, 2088 (Charlie Sexton).

February 1

PROSPECTORS M.C. GOLD RUSH FAMILY ENDURO
Trona Rd./Red Mtn. area, CA. Limed from Hwy. 395 & Trona Rd., also Hwy. 395 & Searles Station cut-off. Easy 20-mi. family loop for all riders; all but family ride 35-mi. 2nd loop; A/B/A Women ride 40-mi. 3rd loop. Start 8 a.m. Entry $16, Family riders $10, add $1/Team memb. & list all memb. on entry, post add $2. Send 3 SASE w/entry to: Earl Wilson, 1547 W. 219th St., Torrance, CA 90501. Finisher pins & trophies. Info 213/320-6658 (Randy, 6-10 p.m.), 805/251-3790 (Rex). Drawing 1/20 @ Gardena Recreation Park, 15802 Brighton, Gardena, CA 8:15 p.m.

D-36/BOSS MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 to Sunrise in Rancho Cordova, S to White Rock, E to stop, left to track. All District classes inc. Prog. Pro, 100% Semi-pro p.b., bonus trophies. Old McGill track, Parts-in-the-Pits. No pit riding, bicycles, dogs. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Semi-pro $15 + $4, watch $3, 6-12 $1. Info 415/462-0537, 829-5330 (Fred Dion).

CRC AMATEUR SUPERCROSS
Anaheim Stadium, Anaheim, CA. All classes, CRC memb. req., must qualify to enter. CRC, 24518 Island Ave., Carson, CA 90745. 213/830-7519.

CLARKS BRANCH MOTOCROSS
Clarks Branch MX, Roseburg, OR. Clarks Branch Rd., 6 mi. S of town off I-5 East. Midget-Open Pro, always 200% Pro p.b. Gates open 8 a.m., prac. 8:30-9:30, race 10. Entry $6, Pros $10, admission $3, 6-18 $2, under 6 free. Info 503/673-1671, 3205 (Delbert Longbrake).

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

MMA MOTORCYCLE SWAP MEET
Fairgrounds, Stockton, CA. Open 8 a.m. (sellers), 11 a.m. (gen. adm.), close 4:30 p.m. Live band, food, drinks. Booth space (10x10) $20, 2 for $35. Gen. adm. $3. No pets or guns allowed. MMA Special Events Div., PO Box 1576, Pacifica, CA 94044.

SPANAWAY MOTOCROSS
Spanaway, WA. 152nd & 22nd Ave South. All classes, new owners, revised track w/lots of sand, Petty start gate, concrete slab. 100% Pro p.b., 30% trophies 100% Pee Wee trophies. Gates open 7:30 a.m., tech 9, prac. 9:30, race 10:15. Entry $8.50, Pros $13.50, watch $4, under 12 $1. Info 206/848-6335 (Kathie Swanson).

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, gates open 7 a.m., prac. 8, race 9. Entry Spts. $10/Pros $13. 30% brass. p.b. to Pros. AME lic. req. Free o/n camping. AME, PO Box 1421, Reseda, A 91335. 213/881-5778.

CMMC MINI-MX
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CMC MOTOCROSS
Saddleback Park, Orange, CA. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $8 mail/$10 post, Pros $13 mail/$15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
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D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, AMA Prog. Pro & D-37 MX pts. 30% same day trophies to Sptsmn. 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Park open Tues.-Sun. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. Info 714/653-8068, 5048, 7979.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

February 6

INDOOR MOTORCYCLE SWAP MEET
Los Angeles County Fairgrounds, Pomona, CA. Open 6-11 p.m., acres of free parking, 1000s of used & new parts & accessories on sale. 10x10 selling space $15, 10x20 $20, 10x20 prime $25; reservations must be made in advance by mail. Mail check indicating event to: RGC, PO Box 400, Maywood, CA 90270. 213/587-5100 (M & W, 10-5), 588-0763 (24 hr.).

February 7-8

DG GOLDEN STATE SERIES MOTOCROSS
Prairie City OHV Park, Sacramento, CA. $3000 Pro purse. Sptsmn. ride Sat., Pros Sun. Sptsmn. entry $10 mail/$15 post Pros $25/$35. CMC lic. req., avail. @ track. Info & mail entries to: 500 South D St., Madera, CA 93637. 209/673-3146.

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

February 8

BRUSH RIDERS GRAND PRIX
Thurston-Grays Harbor ORV Park, McCleary, WA. 16 mi. W of Olympia, Hwy. 8. Yamaha Gold Cup Supercross kick-off, limited entry, info & entry forms @ Yamaha dealer. Pace/Blackhills M.C. Production. 206/426-8090.

Road Runs

January 25

SOUTHLAND CYCLES ROAD RUN
Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA. To Griffith Park, Hollywood sign & Rock Store. Anyone rides, free entry. Start 9:15 a.m. Info 714/893-5091 (Jim).

CALENDAR FREE LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

PORTING? WE'VE GOT ANSWERS

Watercooling is new for production motocross bikes this year. This creates a whole new ballgame for porting; it must be done differently. After five years of experience with watercooled motocross engines, we know the difference.

Todays' engines run well and have good powerbands. It is important to know what to do and what not to do. A small change in port timing can make a big difference. We know what to do.

Some companies sell you engines, porting that narrows your powerband and your reliability. Our porting gives you what you want. No reliability loss. No loss in powerband. A generous increase in power with no problems for any size bike, mini or open.

We have more power available now for several 1981 models. When you need cylinder boring, crank rebuilding, sleeving, look to us. We specialize in doing what really works.

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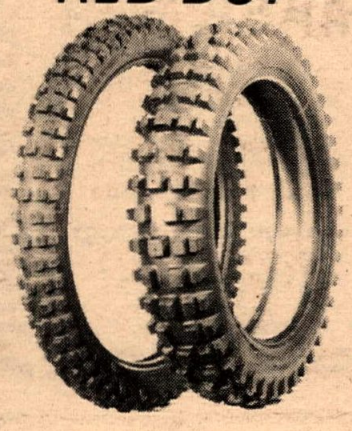
HI-POINT
"RED DOT"



These new "Red Dot's" are available in 3:00 x 21, 3:85 x 18, and 4:50 x 18 sizes at your Hi-Point dealer. See why the champions are switching to "RED DOT"

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Plasma Disc Brakes
Road Racing Preparation
Come see us in our new location:
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January Special
VENDRAMINI
MX BOOTS
$88.00

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PASADENA, CA 91107
(213) 793-4226

SAN BERNARDINO
473 W. BASELINE ST.
SAN BERNARDINO, CA. 92410
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Over 5 million dollar inventory!
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MAGURA U.S.A. CORP.
MAGURA
P.O. Box 337, Milroy, PA 17063 717/667-2118

RESULTS

Motocross
Spanaway MX Track
Spanaway, WA
Jan. 4, 1981
By Kathie Swanson

PEE WEE
Cory Lee Bartlett Suz
Steve Korock Suz
Shawn Dempsey Suz
MINI JR
Lee Marvin Johnson Yam
Jim Jacobs Kaw
Bobby Dempsey Suz
MINI INT
Brad Miller Yam
John Oniemi Hon
Sean Robinson Suz
MINI EX
Dennis Dahlquist Yam
Denny Fennell Yam
Steve Oster Suz
100 JR
Lonn Inman Yam
Les Yokum Suz
Jamie Clendenen Yam
100 INT
David Froembling Suz
Kirk Barber Suz
100 EX
Mitch Lorenz Suz
Jeff Chapman Suz
125 JR
Marshall Faure Hon
James Wendt Suz
Kevin Brind Suz
125 INT
Bryan Birkestel Yam
Derek Birkestel Yam
Ted Touley Yam
125 EX
Dan English Hon
Tom Moriarity Suz
Duane Morris Yam
250 JR
Logan Edrington Kaw
Al Rikke Suz
Ted Watts Hus
250 INT
Chuck Debios Mai
Mark Enzolsen Hus
Brian Lave Yam
250 EX
Duane Morris Yam
Kevin Bethards Hon
Scott Anderson Hon
OPEN JR
Kenneth Workman Yam
Michael Mounts Mai
Mark Kenworthy Yam
OPEN INT
Dale Hoyton Yam
Mark Endolsen Mai
Rick Kentner Suz
OPEN EX
Ron Burkett Mai
Sean Phillips Suz
OT
Ken Hodgson Mai
OTH
Roger Standly Yam
Bill Jerry Suz
Bob Harrison Mai
125 PRO
Stacy Thornton Kaw
Don Gores Yam
Tim Kirk Suz
250 PRO
Tom Moen Yam
Brad Ellis Suz
John Christian Yam
OPEN PRO
Kelly Ethards Hus
Brian Soderberg Yam

Indoor Motocross
Oklahoma City, OK
Dec. 13, 1980

PEE WEE
Steve Petree
Dane Hatfield
Todd Ramer
MINI MINI
Jeff Emig
Chris Whisenant
Cyclone Willie
80 JR
Darrell Battenfield
Mike Hammer
Mike McCoffee
80 INT
Whisperin' Smith
Brian Emig
Michael Hammer
80 SR
Whisperin' Smith
David Baxter
Chuck Jones
100
William Hollenbeck
Mark Gilland
Jeff Henke
125 NOV
Scott Roberts
Kerry Thomas
Kirk Jay
125 AM
Anthony Gossman
Adam Stout
Mike Morrison
125 EX
Trey Jorski
Jeff Schumacher
Todd Smith
250 NOV
Gabe Magness
Seve Colton
Vaughn Craddock
250 AM
Scott Adams
Tony Bates
Mark Young
250 EX
Jeff Schumacher
Brad Whanee
Scott Cook
OPEN NOV
Robert Ripley
Randy Nance
Roy Ingram
OPEN AM
Billy Denton
Tracy Weissman
Dale Miller
OPEN EX
Trey Jorski
Greg Brown
Todd Smith
OVER 30
Billy Denton
Danny Ware
Jimmy Redwine

CRC Merry Christmas GP
Indian Dunes
Valencia, CA
Dec. 7, 1980

ATC & ODY
Scott Johnson Ody-3
Norman Busch, Jr. Ody-3
Mark Schuster Ody-2
Jim Sandefer ATC-7
Robert Campitelli ATC-6
Tom Adams Ody-2
Fred Chaves Ody-2
John Stein Ody-1
Bill Fellows Ody-1
Dennis Maxwell Ody-1
E. Carpenter Ody-3
Jerry Meyer Ody-3
Todd Carmody Ody-1
Nick Donwen ATC-5
Steve Kramer Ody-1
MINIS
Rick Hemme Ex
Michael Knapp Int
Don Feeley Int
Jeff Barbacovi Int
Steve VanDuzen Ex
Eddie Hicks Int
Jimmy Palmer Nov
Richard Fleming Int
Greg Gest Int
Tony Puga Nov
Tony Alessi Nov
David Couch Beg
Ray Amey Beg
Sal Carlos Beg
Phil Butler Nov
100, 125, 175 BEG/NOV/AM
Robert Laughlin 125 Int
Eddie Guajardo 125 Int
Doug Gentry 125 Int
Scott Marrison 100 Nov
Rick Houghtaling 100 Int
Roy Farr 125 Int
Eddie Hall 125 Nov
Lane Steber 125 Nov
John Hemme 125 Int
Jeff Dahlgren 125 Nov
Bill Delgado 100 Nov
Richie James 100 Nov
Kirk Reichenbach 125 Nov
Albert St. Geroge 125 Nov
Bruce Armstrong 125 Nov
Darrell Palmer, Jr. 175 Beg
Pat Owens 125 Beg
Bruce Delgado 100 Nov
Kenneth Burks 125 Nov
Barry Kelparis 125 Nov
250 AM/NOV/BEG
Dave Harris Int
Randy Morales Int
Eric Silgero Int
Bill Lovitt Int
Chris Farrow Nov
Larry Thompson Int
Kevin Holmes Nov
Rob Kennedy Nov
Darryl Lawrence Int
Derek Borg Nov
Gerald Ford Beg
Rob Petrin Beg
Rennie Lamson Int
David Mason Nov
Marc Johnson Int
Rob Hall Nov
Bill Pinckard Int
Landus Kent Int
Mark Lite Beg
Dan DeYoung Int
EX & PROS
Bill Hagen 250 Pro
Eric Graves Op. Pro
Steve Hutchens Op. Pro
Phil Thurstenson 250 Ex
Randy Lewis 250 Pro
Rod Richardson 250 Pro
Steve Schmitz 125 Pro
John Whelchel 125 Pro
Mike Gosselaar 125 Pro
Gary Reichenbach 125 Pro
VETS AND WOMEN
Larry Shoemaker Sr
Rick Shirley JS Ex
Bob Crosta Sr
Joe Price Sr
Bryan Farnsworth S Ex
Jim Turner Sr
Glen Cox JS Am
Ron Cole Int
Bill Baxter Jr
Carlos Marin Sr
Larry Mason JS Am
Richard Lyons Jr
Chuck Sickler Jr
Ed Johns S Ex
Michael Zepeda JS Nov
Harry Thornberg JS Am
Tim Fitzpatrick Int
Bill Marsh Jr
Mary Kay Aufrance Wom. Ex
William Millar JS Ex
OPEN AM/NOV/BEG
Randy Morales Int
Tim Edmonson Int
Eddie Rea Int
Buddy Bosh Int
James Lawrence Nov
Jeff Heine Int
Jim Douglas Int
Rocky Hash Int
Jesse James Int
Art Dart Int
F. Alain Nov
Eric Rowers Nov
Patrick Eason Beg
Fred Hudgens Beg
Jim Siart Nov
TEAM RACE
Jim Coffey/Randy Morales 250/Op Pro
Todd Broussard/Doug Gentry 100/125 Int
Dave Koszela/Erik Bowers Op Nov/Int
Craig Stanton Ironman
Rocky Hash/Steve Hallock 250 Int
Art Dart/Fred Hudgens Op Nov/Int
Dan DeYoung/Roy Vopal 250 Int
Joe Price/Dan Moore 250 Int
Jim Theys Ironman
Brian Wise/Darrell Palmer 250 Beg

COR MX
Edmond, OK
Dec. 7, 1980
By Rebecca Sands

PEE WEE
Todd Ramer Yam
MINI MINI
Ron Ainsworth Yam
Bill Kennedy Ita
Travis O'Hagen Yam
MINI JR
Dave Skinner Yam
Chris McNutt Yam
Jeff Tate Yam
MINI SR
Whisperin' Smith Yam
David Baxter Kaw
Chuck Jones Kaw
BEG
Rick Glasger Kaw
Randy Owens Yam
B. Wilson Kaw

OVER 30
Bill Denton Mon
Danny McNutt Hon
Charles Magness Mai
100 AM
Mark Gilliland Yam
Bill Hollenbeck Yam
Jeff Henke Yam
125 NOV
Scott Roberts Yam
Dwight Simpson Yam
Mark Gilliland Yam
125 AM
Dennis Daft Yam
Mike Gilliland Yam
Adam Stout Kaw
125 EX
Trey Jorski Kaw
Bob Sanford Yam
Tony Levente Suz
250 NOV
Gabe Magness Mai
David Baxter Kaw
Lance Canfield Yam
250 AM
Tony Bates Mai
Rick McConnville Mai
Paul Self Suz
250 EX
Trey Jorski Kaw
Todd Smith Kaw
Gavin Punch Yam
OPEN NOV
Marty Cloer Hus
Gene Asberry Mai
Randy Nance Yam
OPEN AM
Bill Denton Mon
Dan Delocian Yam
Robert Reynard Mai
OPEN EX
Trey Jorski Kaw
Jim Thomas Yam
Todd Smith Kaw

1980 Texas Hillclimb Championship Final Point Standings
By Diane Polley

50
1. Terry Hammack 27
2. Brian Nichols 23
3. Charles Carder 10
MINI MINI
1. Donnie Pardue 24
2. Duffy Douglas, Jr. 17
3. John Headrick 16
4. Christy Dawes 5
MINI
1. John Alford 23
2. Jackie Anderson 18
3. Charles Dawes 17
4. Rodney Dawes 9
125 ENDURO
1. Robbie Bailey
2. Terry Hammack
250 ENDURO
1. Jimmie Nichols 24
2. Russell Meeks 6
3. George Sanders 4
OPEN ENDURO
1. Jimmie Nichols 23
2. Jimmie Hammack 13
3. Mike Ethridge 5
6. Louis Lachney 3
100
1. Jackie Anderson 27
2. Ronald Meeks 13
3. John Alford 10
4. Charlie Dawes 9
125
1. Robbie Bailey
2. Danny Brown
3. Jeff Fish
4. Corky Dawes
200
1. Russell Meeks 13
2. John Blanton 12
3. Herb Fish 12
4. Robert Alford 4
250
1. Robbie Bailey 22
2. Mike Ethrodge 8
3. David Anderson 7
4. David Carder 6
370
1. Mike Polley 23
2. Will Alford 22
3. Corky Dawes 16
3. Cleve Martin 10
500
1. Henry Polley 22
2. John Blanton 12
3. Duffy Douglas 11
4. David Anderson 9
750
1. Will Alford 24
2. Henry Polley 13
3. James Blanton 6
4. George Carlisle 5
OPEN
1. Tom Anderson 28
2. Mike Polley 25
3. Jimmy Hammack 10
4. George Carlisle 5
EXHIBITION
1. Will Alford 26
2. Mike Polley 17
3. Henry Polley 11
4. Tom Anderson 9
HIGH POINTS
1. Tom Anderson 28
MOST TOP TIMES
1. Will Alford 5

1980 D-37 Enduro Point Standings

OPEN
1. Tom Webb 1290
2. Grant A. Palenske 1199
3. Bob Brooks 1130
4. Larry Woodruff 1031
5. Mark Heacox 960
6. Ken Lewis, Jr. 875
7. Gregory Newland 750
8. Jim Ingersoll 634
9. Jim Townsend 591
10. David Keith 585
11. T.L. Nichols 566
12. Tracy Lee Walters 540
13. Ben Stark 516
14. Dan Guinn 500
15. Paul Leos 490
16. Ronald N. Platt 455
17. Kevin M. Hagerty 445
18. Dick Harris 440
19. John Pomo 440
20. Jon Anderson 440
21. Ron Alves 434
22. Steve C. Smith 413
23. Dick Myer 410
24. Jon Stillman 400
25. Patrick J. Souza 399
26. Robert L. Keirns 395
27. Doug Clark 366
28. Ken Markling 360
29. David Wise 337
30. A.C. Bakken 335
31. John C. White 320
32. Lindsey Pickens 300
33. Terry Marchiando 300
34. Ross Termin 265
35. Mike Wilcock 265
36. Paul Rivera 261
37. Carl W. Aastrom 240
38. Joseph P. Dion 233
39. Joe F. Foley 230
40. Mike Martin 225
41. Brett Tilly 220
42. Ronald Danly 200
43. Paul D. Smith 189
44. Fred Hayes 176
45. Clyde Litton 176
46. Don Nelson 174
47. David M. Johnson 168
48. Jim Edmundson 163
49. Mike Weber 160
50. William Delhagen 142
250
1. Garner Palenske 1191
2. Randy Liebig 1160
3. Mike Adams 1123
4. Carl W. Aastrom 1030
5. Dan McKinney 950
6. Mike Garrett 860
7. Jay K. Tullis 834
8. Bob Lindgren 763
9. Steve Eckardt 710
10. Peter D. Hughes 680
11. Mark Cook 600
12. Randy Gauvin 590
13. Evert Kempenaar, Jr. 575
14. Tony Ankersen 554
15. Brian J. Olson 543
16. Eric E. Anderson 486
17. Steve Pisarik 480
18. Doug Heil 455
19. Bill Halbert 380
20. Brad Hand 377
200
1. Paul Peterson 1267
2. Ron Reinholdson 1093
3. Fred Hayes 1051
4. Jerry D. Bailey 1043
5. Jerry Counts 1000
6. Ron Woods 973
7. J. D. Janiec 950
8. Douglas D. Tullis 857
9. Kent Fullerton 767
10. Kim Brandenburg 600
11. Roger Gauvin 590
12. Gerry Urban 549
13. Scott Crawford 540
14. Monty Montague 510
15. Jon Speight 455
16. Mike Wyrick 446
17. Bill Fullmer, Jr. 446
18. Tracy Lee Walters 400
19. Patrick Kanczuzewski 365
20. Jamie Litton 354
21. Mike Heyne 337
22. Craig Lair 335
23. Evertt Angle 330
24. Paul Clipper 320
25. Ronald G. Wells 297
SENIOR
1. Pete Smith 1340
2. Harry Keast 1331
3. Ron Fry 910
4. Curt Horst 910
5. Bill Fullmer, Sr. 900
6. Tom Getzfrid 766
7. Dave Baker 725
8. Roy Watson 720
9. Don McNamee 710
10. Ted E. Viers 690
11.Ron Glasgow 630
12. Donald H. Litton 615
13. Jim Meskimen 580
14. Gerald Savelle 530
15. Ted E. Johnson 525
16. Erick Lehmann 485
17. Sam Strong 470
18. Roy Sheridan 469
19. Neal Keith 465
20. Walt Bell 440
21. Ed Mazenko 420
22. Gordon Dickson 411
23. Robert W. Scott 400
24. Bob Young 400
25. Art More 377
26. Harold Holsted 349
27. Bud Goosen 349
28. Wayne D. King 335
29. Tom Estep 310
30. Don Bilsbarrow 275
125
1. Stan Green 1160
2. Joe Anastasio, Jr. 340
3. Gary Woodling 229
4. Bob Prickett 200
5. Steve Jensen 190
WOMEN
1. Pam Lehman 680
2. Candy Hand 674
3. Helen Ajay 575
4. Nancy C. Snidman 560
5. Anne L. Crawshaw 541

1980 D-37 Motocross Final Point Standings
By Dee Granger

125
1. Clarke Coleman 925
2. Varney Holbrook 835
3. Danny Bookhart 780
4. Erik Kehoe 480
5. Rodney Brand 455
6. Ed Ho 340
7. Denise de Vines 335
8. Jake Roach 325
9. John Rudder 245
10. Jim Connolly 195
11. Bill Clontz 190
12. Bob Cronkite 165
13. Dennis Vetter 145
14. Darel Francis 145
15. Steve Zollinger 105
16. Rodney Hughes 95
17. Scott Haydis 85
18. Craig Westergaard 60
19. Bobby Ellithorpe 60
20. Ray Rinker 50
85
1. John David Ray 350
2. Nicky Pounds 325
3. Donnie Sigrist 180
4. Richard Mikulski 130
5. Robert Mertens 126
250
1. David Pettigrew 1050
2. Danny Sanchez 625
3. Scott Hodgson 590
4. Eric Mac Cracken 580
5. Gregory Zitterkopf 500
6. Fred Combs IV 395
7. Dennis Vetter 345
8. Bob Carpenter 335
9. Dave Herrera 260
10. Jim Coffey 250
11. Robert J. Marino 225
12. Bob Rutten 205
13. Mark Nation 200
14. Rick Rodgers 194
15. Joe Miller 165
16. John Caper 150
17. Charles S. Penney, Jr. 150
18. James R. Brown 140
19. Mark Barnes 135
20. Tony Bienert 130
21. Keith Ehlers 120
22. Timothy Burley 90
23. Craig Adams 85
24. Butch Peick 85
25. Jim Pettigrew 81
OPEN
1. Ronnie Gibson 1055
2. Jim O'Neal 665
3. Eric MacCracken 520
4. Brian R. Vargus 450
5. Lee Granlee 360
6. Scot Paul 325
7. Edward Michetti 305
8. Brent Wallingsford 240
9. Robert Marino 210
10. Bob Cronkite 205
11. Charles Beck 185
12. Doug Clark 173
13. Rodney A. Brand 165
14. Don L. Hoover 140
15. Paul Huffman 130
16. Craig Adams 120
17. Rollie Osborn Smith 120
18. Alan Thompson 120
19. Ross Thompson 105
20. David Chase 105
21. Tom Kelly 100
22. Doug Taft 95
23. Ron Utaski 60
24. Don Farley 60
25. Al M. Maglietto 49
SENIOR
1. Nate Sciacqua 1190.4
2. George Spellman 1059.6
3. Rick Sieman 853.1
4. Jim O'Neal 744
5. Dennis Rosenberg 734.8
6. Mike Boal 610.5
7. Samuel R. Groce 542.4
8. James Lynn McGraw 422.4
9. T.W. Swets 267.3
10. Lynn Hawkins 247.5
11. Jim Connolly 234
12. Tim Joines 227.9
13. Joe Brown 214.6
14. Dee Granger 187
15. William E. Saltzman 180
16. John Baggot 155
17. Mike Yoachum 148
18. Jerry Bailey 114.4
19. Don Mardon 104.4
20. John White 96
21. Gary Bates 95.7
22. R.A. "Buzz" Moeller 92.4
23. Larry J. Earhart, Sr. 91.2
24. Jim Bringhurst 84
25. Terry Tingle 80
SENIOR MX CLUBS
1. Dirt Diggers M.C. 3127.2
2. Invaders M.C. 1384.2
3. Pit Crew M.C. 301.4
4. Checkers M.C. 236.1
5. SGV M.C. 188.4
6. Sled Riders M.C. 155
7. Anaheim Hi Siders M.C. 93.8
8. Sunland Sham. M.C. 89.6
9. SoCal M.C. 88.4
10. Dirt Fliers M.C. 80
OTHER MX CLUBS
1.Checkers M.C. 950
2. Dirt Diggers M.C. 786
3. Viewfinders M.C. 335
4. Master Links M.C. 260
5. Sunland Sham. M.C. 256
6. Invaders M.C. 130
7. Desert Daisy's M.C. 85
8. Pit Crew M.C. 74
9. Jackrabbits M.C. 15
10. Anaheim Hi Siders M.C. 10
SIDE HACK HEAVYWEIGHT
PILOTS
1. Ralph Whitney 177
2. Kim Mason 91
3. Tom Whitney 61
4. Ron Whitaker 57
5. Robert Sanner, Jr. 52
PASSENGERS
1. Scott Whitney 156
2. Alan M. Adcock 91
3. Peter R. Whitney 61
4. Gordon MacLean 57
5. Gary Cass 31
SIDE HACK LIGHTWEIGHT
PILOTS
1. Loren Immken 172
2. Les Ketcham, Sr. 109
3. James Milton 108
4. Ron Hall 87
5. James Sherman 82
PASSENGERS
1. Ronald S. Peck 172
2. Les Ketcham, Jr. 168
3. Bill Mossman 87
4. Ron Syedel 72
5. Gary Milton 62
SIDE HACK CLUBS
1. SoCal Side Hack Assn. Anaheim Hi Siders M.C. 1110
2. SoCal M.C. 277
3. Desert Donkeys M.C. 205
4. Islanders M.C. 132
(Assns. do not qualify for club prizes.) 121

TROPHY PICKUP

100's M.C. Hare & Hound trophies may be picked up at Dist. 37 desert events, starting Jan. 11, or call Jim at (714) 985-1567 after 6 p.m. (3)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

Service Manager Wanted
Honda Yamaha motorcycle-snowmobile dealership in Northern NM area. Salary open and benefits available. Apply only if willing to work and settle down in this area. Call (505) 758-3088 or send resume to Taos Cycle Works, PO Box PPP, Taos, NM 87571. (49/2)

Honda Sales Rep.
Orange Countys' newest and fastest growing Honda dealership is in need of another sales person to keep up with increasing demand. If you are proud of yourself, your ability, and your record, and would enjoy teaming up with a top notch dealership send a brief summary of your experience to, Cycle News Dept. HSR, PO Box 498, Long Beach, CA 90801 and expect a phone call soon. (49/TFN)

Parts and Service
Good opportunity for serious, experienced workers. well established Kawasaki and Yamaha store with work all year around. Call or write: 1339 N. Highland Ave., Hollywood, CA 90020. (213) 466-8451. (39/TFN)

★Sales Reps for Rocky★
For the following areas: PA, WI, FL, EAST WA, MT, & SOUTH IL. Experienced sales person. Send resume or call Bob Boucke, ROCKY CYCLE CO., 1250 Elko, Sunnyvale, CA 94086. (408) 734-3750 ext. 13. (2/5)

Service Manager
Experienced person with management background and a proven work record. Large Honda Kawasaki dealership located in Northern VA. 6000 sq. ft. service dept. Everything 1st class. Come work with the best management team in the industry. Excellent opportunity for the right man. Relocation paid. Salary open. Send resume with references to: CYCLES FAIRFAX, 11101 Main St., Fairfax, VA 22030. Attn. Mr. Negra. (703) 591-8420. (2/4)

SALES REP WANTED!
Central California. Send resume to HAHN ENTERPRISES, P.O. Box 26515, Sacramento, CA 95826. (1/3)

SERVICE MANAGER
Experienced manager needed for Yamaha dealer. 1 of Washington's oldest & largest. Year round employment. Salary plus performance commission. Call of send resume to: STUART RAWSON — CYCLE CRAFT, 752 S. 108th, Tacoma, WA 98444. (206) 531-2652. (1/TFN)

Manager — Honda Dealer
Bright, career minded person to manage entire operation. It'll be "YOUR STORE." You must be well organized, profit minded, & hard working with proven ability to supervise & motivate others. Terrific salary & bonus program for the right person. L.A. area. Send resume to: CYCLE NEWS, Dept. MHD, P.O. Box 498, Long Beach, CA 90801. (50/3)

★Warranty Co-Ordinator★
Sharp, detail oriented person needed for entry level position processing warranty claims. Motorcycle background & mechanical aptitude very helpful. Position involves extensive paper work & good communication skills. Excellent company benefits working in our modern, new national headquarters. Send resume to: US SUZUKI MOTOR CORP., PO Box 1100, Dept. C, Brea, CA 92621. Attn: Mrs. Williams. NO phone calls please! (2/3)

WANTED:
Work partner for established Honda dealership. Excellent opportunity for experienced person. Eventual takeover possible. Box Holder 42413, Tucson, AZ 85733. (50/3)

Honda Mechanic Wanted
Must be experienced with own tools. 50-50 commission on pay. CALIFORNIA HONDA, (213) 272-3559 — Ask for Bill. (43/TFN)

Suzuki/Yamaha Serv. Mgr./Mech.
Need skilled technician, efficient, conscientious, year round work. South Western Wyoming, 30,000 population, excellent biking, hunting, fishing & skiing. SAVALAS SPORTS CENTER, Box 1361, Rock Springs, WY 82901. (307) 362-5531. (49/TFN)

Wanted Exp. BMW Yamaha Mechanic
w/your tools. Steady work, beautiful climate. Salary comensurate with production. Call Mr. or Mrs. Boe (714) 722-3334. BOE'S CYCLE MART, Oceanside, CA. (2/3)

Parts Manager
Immediate opening for stable, mature, hard working person with three years experience. For interview call Vic (714) 646-2428. ORANGE COUNTY SUZUKI — Costa Mesa, CA. (2/3)

Service Manager Wanted!
2-MECHANICS Honda/Kawasaki experience a must. Palm Springs area. Year round employment. New modern facilities. Nice atmosphere. OASIS HONDA (714) 346-8311. Ask for Jack. (2/5)

HONDA YAMAHA
Motorcycle — snowmobile & small engine dealership in Mt. Shasta, CA. Well established, good return, good lease. No competition in County. (916) 926-2727 or (916) 926-3430. (50/3)

Service Manager & Mechanics Parts & Salesman
Honda, Suzuki, Kawasaki, Harley-Davidson, BMW and Triumph. Salary plus commissions. Pacific Coast Hwy., Lomita, CA 90717. (213) 326-3810. (37/TFN)

★Mechanic Wanted★
With 3 years experience in Yamaha shop. FULLERTON YAMAHA. Ask for Ray or John (714) 870-9720. (2/5)

SKILLED MOTORCYCLE MECHANIC? The Motorcycle Mechanics Institute has the career for you. Due to tremendous growth, the Institute is adding qualified motorcycle mechanics ins'ructors. Mechanics instructors. Mechanics experience required; instructors training program provided. For personal interview, call or write ARNIE BEAMAN, THE MOTORCYCLE MECHANICS INSTITUTE, 22246 N. 19 Avenue, Phoenix, AZ 85027. (602) 869-9644. (1/2)

Designer Trainee
Kerker seeks trainee for proto-type exhaust system work. Must have knowledge and experience with combination welding, metal fabrication, lathe & mills. Experience with motorcycles & proto-typing a plus. Excellent opportunity to advance. Good benefits. Apply to Cleve Adams. Kerker, 7900 Deering, Canoga Park, CA 91304, (213) 999-3060. (49/TFN)

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Honda motorcycles — experience and references — benefits & pension plan. Send resume. HOUSE OF HONDA — 4904 El Cajon Blvd., San Diego, CA 92115. We're nice to work for! (714) 286-3488. (50/3)

WANTED: Experienced Yamaha partsman! (213) 635-8058. (50/TFN)

★Counter Person Needed★
Experience not necessary, but helpful. (213) 674-1431. (2/3)

Positions open at K&N!
#1.) Warehouse mangement — experience in parts and people management a must. Expediting, warehouse organization primary duties. #2.) Shipping clerk — experience in UPS & trucks' methods a plus. Good entry level position. Contact Rich Barnes at K&N (714) 684-9762. (2/3)

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Over the counter parts sales at 1 of Washington's largest Yamaha dealers. Requires experience in motorcycle parts sales, pref. Yamaha parts. Year round employment. Call for send resume to: STUART RAWSON — CYCLE CRAFT, 752 S. 108th, Tacoma, WA 98444. (206) 531-2652. (1/TFN)

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Franchised Honda dealer in operation 8 years in L.A. area. Very profitable, but illness forces a quick sale for $40,000.00 cash plus small inventory. Price includes all equipment and leasehold improvements of a going dealer. Write: CYCLE NEWS, Dept. HDFS, P.O. Box 498, Long Beach, CA 90801. (213) 781-0848. (1/3)

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3 mo. old, like new, White Bros. finned reservoir, $1300.00. (213) 376-4493. (2)

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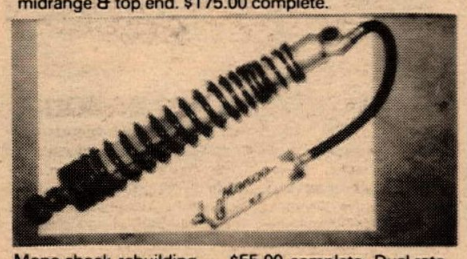
Turn your Yamaha 465 into a firebreathing YZ490 still using std. bore. Creates quicker power & more midrange & top end. $175.00 complete.



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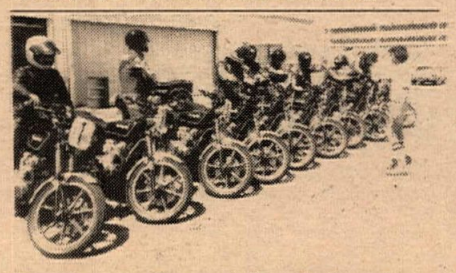

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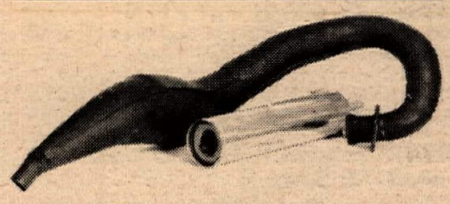

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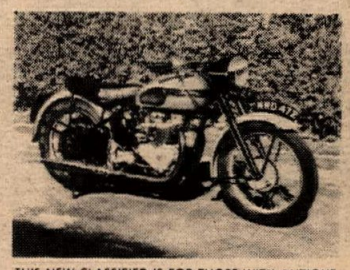

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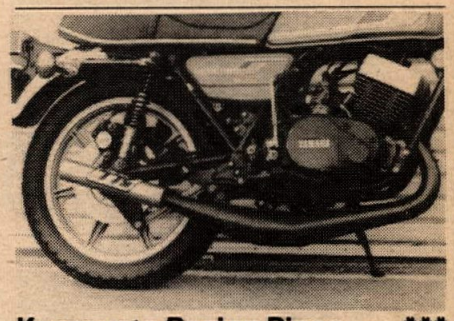

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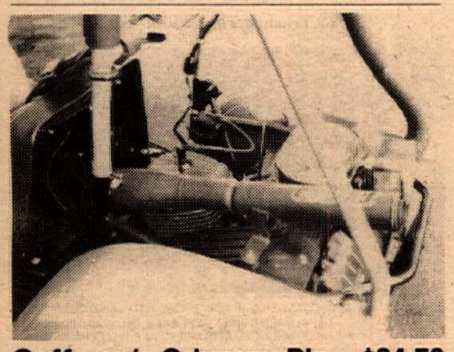
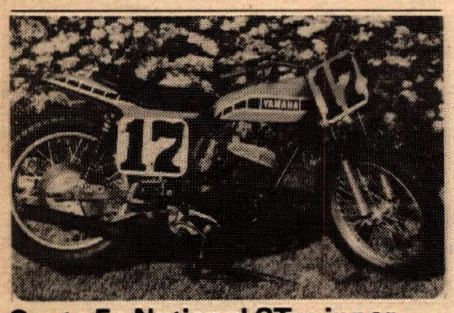
Road Racing Leathers
2 pr. — both fit 5'9", 160 lbs. 1 is yellow w/black stripes, $125. 2nd pr. is new ABC — black, yellow, orange w/expando back and knees. $275. Call for pics. (206) 893-2004. (1/2)



Coffman's Odyssey Pipe, $94.50
This pipe is a stamp pipe guaranteed to out-perform any pipe on the market. Comes complete with replaceable silencer or spark arrestor. Call or write COFFMAN'S, 5842-G McFadden Ave., Huntington Beach, CA 92647. (714) 897-2209. (2/3)

Attention racers & collectors
1977 MT125RZE Honda road racer — I.D. #1286 — Started only once for dealer set-up @ 10 minutes. — Full factory accessories — sprockets, springs, etc. included. Dealer set up manual & shop manual included. Excellent investment opportunity for collectors or new campaign machine for racers. $3750.00 firm. (303) 384-8350. (50/2)

YAMAHA*KTM*MONTESA
****BULTACO***SWM****
YAMAHA SNOWMOBILES
****AT BURBANK YAMAHA****
*****(213) 845-8738***** (14/TFN)



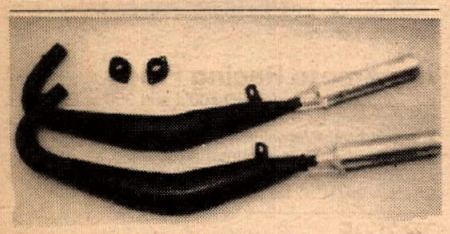
Santa Fe National ST winner
Rick Hocking's factory 250cc Yamaha Short Tracker is for sale. Many spares — $2250.00. Call Ken Weese (415) 351-2920. (2/3)

'79 XS1100 Special
6,500 miles, $2700.00 like new condition. Ask for Jim, Work (213) 834-1186, home (213) 830-2541. (49/2)

Rider Needed
That's all this Pro equipped Boss framed 750 Yamaha needs to be competitive. Ready for Houston. Call Mike (303) 761-2471 or (303) 759-5174. (48/2)

'80 250KX Uni-Trak
Only $775.00. (714) 521-9870. (50/2)

'78 Suzuki RM125
New 520 chain & sprocket kit, Phase II filter, piston & rings. Excellent condition, $500.00. (213) 836-8173. (1/2)



Factory Pipe Products
R5, RD350, 400 & 400F Pipes
$125 Per Set
Money back guarantee. Tapered head pipes, rebuildable aluminum mufflers (snap ring type, no rivets), hydroformed bodies, comes complete with silencer, all hardware and instructions. Dealer inquiries invited. Write: F.P.P., 3001 #30 S. State St., Ukiah, CA 95482, or call (707) 462-9291. (43/TFN)

TZ250F
2 races only. Morris mags, full spares kit with Bratton cranks, $4000. Accel TZ box, $110. Semi-enclosed trailer, $400. Peter Newell (415) 278-4986 or (415) 932-8900. (50/2)

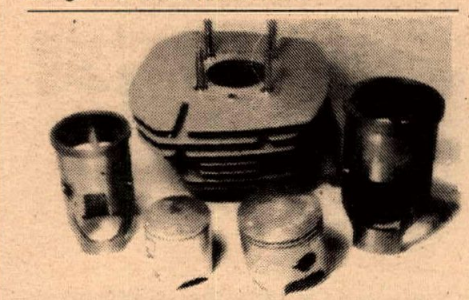
'79 390CR Husky
Fox Forks, Metzelers, M.S. skid plate & desert tank, recently rebuilt Ohlins, extras, excellent cond. Surgery forces sale. $1,500.00. (707) 433-5696. (1/2)

Norton Triumph owners/dealers
We repair stripped ports, threads. COMPETITION CYCLE CENTER, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (43/TFN)

Privateer's Dream Shattered!!
by injuries sustained in severe vehicle accident on 11/23/80, forcing me to sell my hand built, race ready RM125. With over $4,000 invested, you get the most EFFICIENT, RELIABLE, 36 H.P. motorized ROCKET on the West Coast. Open offers above $1,500.....only DEDICATED riders need apply. Brian Anderson (714) 753-0275. (2)

HUNG UP MY SHOE
3 — Yamaha 250 Champion Short Trackers, $2,500.00; Bultaco 250 Astro, $1,000.00; TD3 Champion 350 Halfmiler, $1,000.00; Yamaha Trackmaster 750 (not running), $750.00; Yamaha Champion 750 (Shell Top End), $1,500.00; 70 passenger School Bus converted to motor home, $4,750.00, or will trade fo "almost" anything of equal value. Call Terry (915) 646-0478 9 a.m. to 6 p.m. CST. (1/4)

1977 YZ 80
Curnutt shocks, FMF pipe and head, air forks, extended swingarm. (213) 425-1071. (39/TFN)



Revive Lost Power
CR125R, CR250R, & others. Dyno tests show our alloy steel liners give more horsepower and longer life at a fraction of the cost. Rebores up to .080", $95 complete (pistons not included), Pro porting $50 extra. Remove all studs & pins, send no money, we return it COD. Allow 3-5 days. KUSTOM KRAFT CYCLE, 886 Bluffcity Blvd., Elgin, IL 60120. (312) 697-4343. (36/EOI/TFN)

Honda XR 500
One stock XR-500 & one modified. Both like new, low mileage. Call Bill, anytime. Will be gone during Xmas week. (209) 529-4376. (1/4)

WANTED 650 Yamaha Twin, set up for off road. (714) 822-4671. (2/3)

★ NEW ★
Full face Simpson street helmet, size 7½, black. NEVER USED! Still in box. $65.00 OBO. (714) 545-4961. (1/4)

'80 RM125 Suzuki
Mint condition, never raced, grand mother ridden only, bought an 80cc. $850. (714) 963-3493. (1/2)

Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquries invited. (213) 923-8883 or (213) 861-7721. (23/TFN)

1981 YZ 465 H
Guaranteed in perfect condition, ridden only twice, must sell, moving. (415) 349-7181 after 6 p.m. (2/3)

★ Wanted Yamaha cylinder ★
'77 or '78 YZ 400. (714) 598-9386. (2/3)

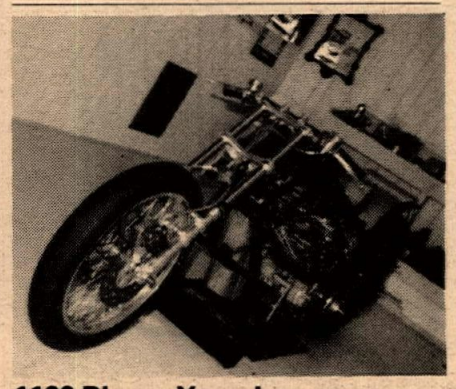
1974 Triumph Trident T150V
Needs electrical parts, including battery, some engine work. Make offer. (206) 696-9920 days. (2/3)

440 C&J Honda
Bill Bell engine, 7th place 4 Stroke Nationals, $1100.00. XR 500 Honda, Pro Tech swingarm, Curnutts, Super Trapp, carb., $1295.00. (213) 843-5723 or (805) 259-0790. (2)

★ RARE RD400 '77 ★
Blue tank model, perfect all stock condition, only 1900 miles. Must see before buying another one. $1200.00 firm. 8052 E. Rosecrans, Paramount, CA 90723. (213) 531-1619. (2/3)

TZ250E: COMPLETE monoshock bike & fairing. Less engine. Includes 2 sets of wheels & tires. $495 + freight to you. (405) 631-1389. (2)

★ 1981 Enduro Products ★
All new enduro products ON DISPLAY at booth #161, Anaheim Trade Show. COME AND SEE 'UM! CLAIREMONT CYCLE SUPPLY, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (2)



1100 Blown Yamaha
Top fuel dragster, complete turn key set up, or will sell just engine and spare parts. Call (803) 229-2111 anytime. (2)

★ Wanted — IT175G ★
A clean Yamaha IT175G in good shape wanted! Call Jeff at (213) 325-5360. (2)

185 Honda-XR 1979
Excellent shape, Works shocks, air forks, Terry Kit, 2-tanks. $950.00. (213) 322-6501. (2/3)

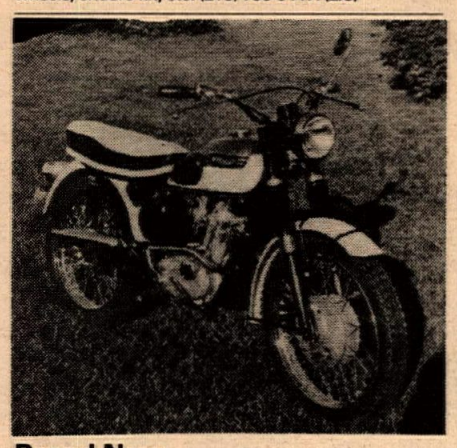
H.D. Roadrace Frames
Custom made by Mert Lawwill. Will accept wide rear tire, XR or Sportster motor. Extensively gusseted. VERY TRICK! Rod Iannucci (212) 596-0504. (2/3)

ALL OVER YOUR FACE
That's where FUN will be spread with this '76 Suzuki RM250. It's up to you. $525.00. Call Dave (213) 316-6386. (2/3)

1980 RM250
Fox factory forks, fresh. Best offer. (714) 770-6701. (2/3)

1980 YZ465G
Very clean, expertly prepared desert bike. A lot of time and money invested. A real buy at $1575.00. Whittier area. (213) 943-4862. (2)

'79 KTM-250, $550
Good shape, needs 4th gear. Also spare parts, tanks, wheels, enduro kit, etc. (213) 795-6447. (2/3)



Brand New
1967 Triumph Tiger Cub T20M. 20 original miles. $2,000, will crate & ship anywhere. WALNECKS VINTAGE MOTORCYCLE SALES, INC., 7923 Janes Ave., Woodridge, IL 60517. (312) 985-2715. (2)

1980 HARLEY-DAVIDSON: XR750, never fired, financing available to qualified buyer. Ask for Jan, (412) 465-4231. (2)

TZ350
Two TZ350 cylinders, one head, two pistons, rings, etc. Two sets of pipes. (516) 676-1227 or (516) 741-6858. (2/3)

1974 Ducati 750 GT
5,000 easy street miles, one owner, clean and original. Best offer over $2,000. (607) 648-5638. (2)

1980 HONDA CR250R. Ridden very little, excellent condition, new Metzeler tires, Clark tank. Must sell, $1050.00 or best offer. Evenings (213) 837-3245. (50/2)

BSA B50MX — '71 — very good. 95% original fenders, Girlings, Dunlops, fiberglass, etc. 20 hrs. on motor (orig.)! $700 or offer/trade. (602) 937-4806. (2)

Yamaha TT500
Xlnt. condition, completely stock, hardly ridden, $800.00. (213) 425-4116. (2)

4 Valve Speedway Bike
Trick new motor, stock and trick frame, $2500.00. (213) 429-8869. (2)

250 Staracer #2626
Yamaha motor, plenty fast, excellent novice bike. $2200 or best offer. Need money. Call Sammy Potter (405) 789-6828 or (405) 942-6843. (2)

Go Fast Now
TZ750 with Rob North swingarm, Vesco pipes, Dymag wheels. All spares go with it, including gearing and wire wheels. $5,000 O.B.O. Call Erik Buell at (414) 265-6728 evenings; (414) 342-4680 days or PITTSBURG PERFORMANCE PRODUCTS at (412) 443-3416. (2/3)

1976 HUSQVARNA 250CR. Set up to Team Husky specs: Curnutts, Mikuni, WR tank plus 4 gal. Vesco, extras. Excellent, $475. (714) 743-1164 anytime or try (714) 745-6861. (2)

SPEEDWAY PACKAGE, rolling chassis, Hagon frame, Jawa clutch, Milne & Hagon rear wheels, sprockets, leathers, 30" waist, 6' Maely skid shoe, $650. (213) 548-6595. (2)

Mike Kidd's '78 Short Tracker
250 — 360 K.T.M., 3 motors, extras, excellent condition including new leathers, spares. $4,000 invest., $1800 B.O. or trade for car, P.U., boat, street bike. (916) 533-5194. (2)

'78 Suzuki GS750E — mag's
Low miles, mint condition, black, all stock, CLEAN, $1800.00. (714) 528-6653. (2)

'80 Kawasaki KX80
Like new, see at 1640 S. Pacific Ave., San Pedro or call (213) 832-6190. $499.00. (2)

Late '78 Husky 390CR
ENDUROIZED: 4-gal. tank, skid plate, spark arrestor, VDO, Whirpull throttle, rim locks, bike is in excellent condition — $850.00. Bus. (213) 847-9841, home (805) 527-8046. (2)

#1) RM250 '78 — $650. #2) KZ-1000, Hi Lo seat, ½ price. #3) 175 Tri Moto, trick. (714) 594-2562. (2/3)

**********1980 YZ 250-G******
Simons forks, Renthals, clean, fast, fresh top end, $1250.00. Andy (714) 536-1777 or (213) 695-4725. (2)

'80 YZ 250 G
White Bros. suspension F&R — big res. Perfect cond. $1295. (714) 448-0670. (2/3)

LA TRADE-TECH M/C BANQUET
Sun., Jan. 18, 6 p.m. to 11 p.m. All friends and potential students invited. Meet our graduates & teaching staff. Have a full course dinner, see our awards presentation, & the film "King Kenny" & others from Honda, Kawasaki, & Suzuki. Tickets $10.00 per person. Call Pat Owens, (213) 746-0800 ext. 212, 4 p.m. or (213) 443-9630 or Steven Goodspeed 7 p.m. on (714) 839-3428. Congratulations to graduates Dave Arnold, Don Sakakura, Tom Volin & Bill West who spent the year wrenching for Roger DeCoster, Wes Cooley, Rex Staten & Rick Burgett. Special thanks to Ralph McCarthy & Joe Ardigo, Jr. pictured above with students, for the Kal-Gard Scholarship fund. LA Trade-Tech. President Thomas Stevens will be our main guest speaker. (1/2)

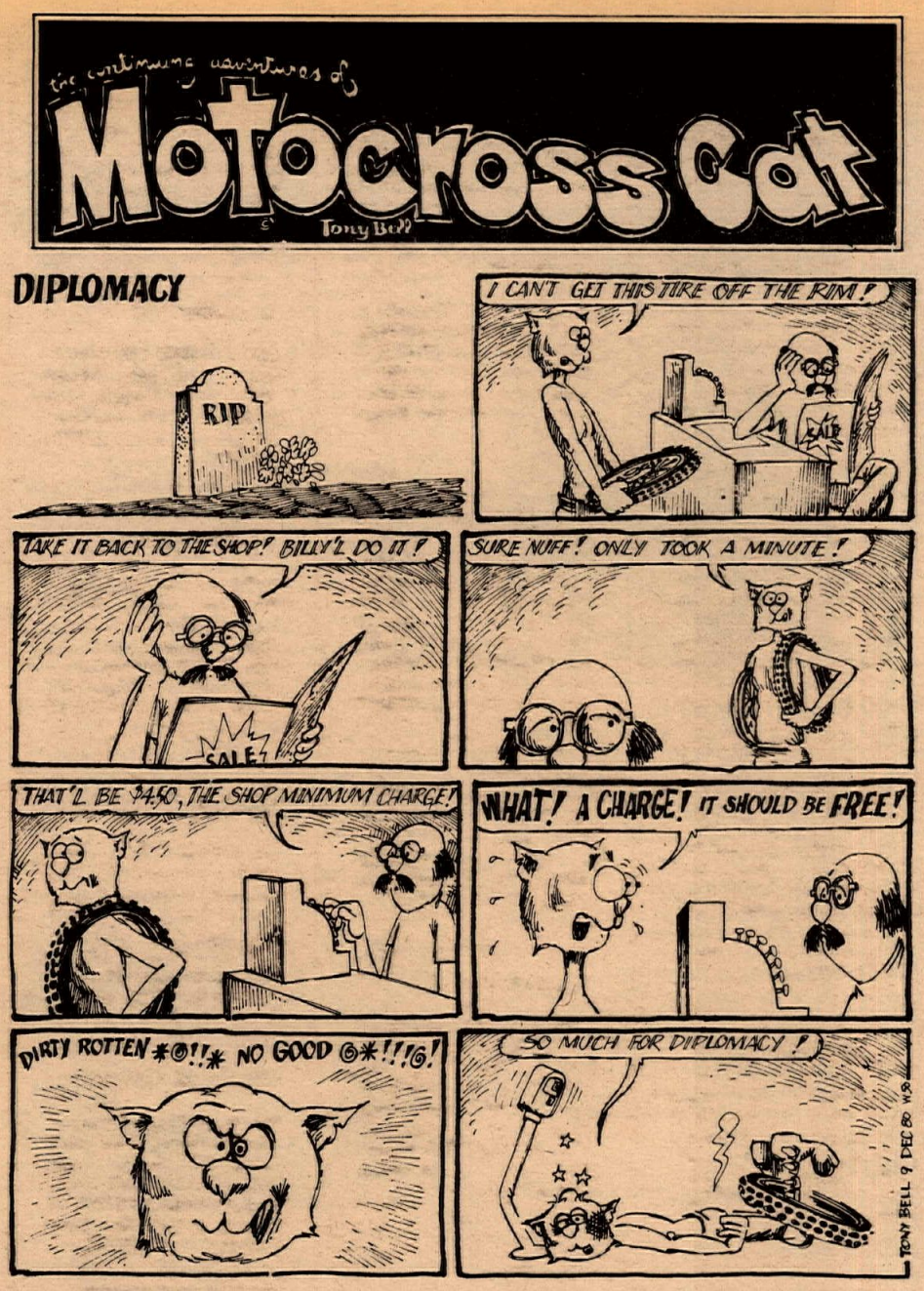
1980½ Can-Am 250 MX
Ports matched, Answer silencer, 43 horsepower, new Metzelers, special Ohlins, aluminum swingarm. Must sell, $1600 OBO. (714) 635-3443. (2/3)

1980 RM80 PORTED, Boyesen Reeds, fresh top end, new ignition, chain, air caps, DG shocks, dual air filter, $500. Nipomo, Calif. (805) 929-1776. (2/3)

Clip out this ad & save $60
Ohlins shocks regularly $325 only $265 when your order is accompanied by this ad. Send order & ad along with bike model, size, year, shock length to: LAWLESS HUSQVARNA, Rt. 1, Box 24, Brewster, WA 98812. (2)

Needed pit crew & lodging
for West Coast 2 day qualifiers. Husqvarna/Kawasaki sponsor agrees to trade discounts for your support of riders. Call (816) 765-5785 after 6 p.m. (2/4)

Sidi "Superb" MX & Enduro Boots
Used by Andre Malherbe, World MX Champion. Sizes 6-12. MX — red, blue, black. Enduro — blue, black. $139. Dealership information: COSMOPOLITAN, Hatboro, PA 19040. (215) 672-9100. (47/EOI/TFN)



'78 HONDA CR250R, '79 barrel, S&W shocks, good condition, $550.00. (714) 836-5065. (2)

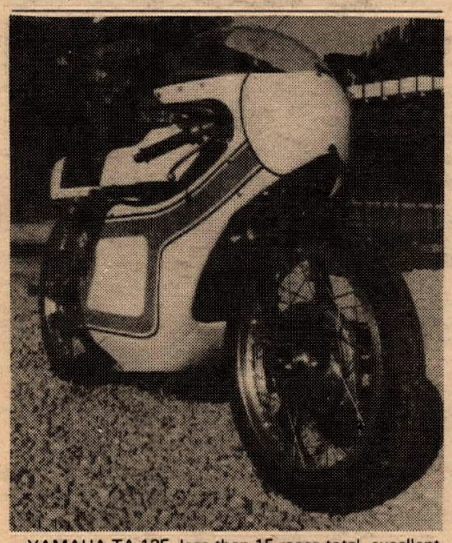
'80 Suzuki RM 250 T
Many extras, $825.00. (213) 962-6011. (2)

4 RAIL bike trailer, excellent condition, $350.00/best offer. (213) 429-8550. (2)

'79 Yamaha YZ250
Excellent condition, extras, runs strong. $875.00 or best. (714) 779-5821. (2)

★ YZ100 & YZ125 ★
1976 — YZ100, $475 OBO. 1977 — YZ125, $650 OBO. Call (213) 325-2733 anytime. (2)

1980 Honda CR250 parts
Stock swingarm & stock piggyback reservoir 17½" shocks, never used. $150 OBO. (213) 963-8679. (2)



YAMAHA TA 125, less than 15 races total, excellent condition — new pistons, cylinders, clutch, crank, complete ignition, and tires. (408) 866-6811. $750 or trade. (1/2)

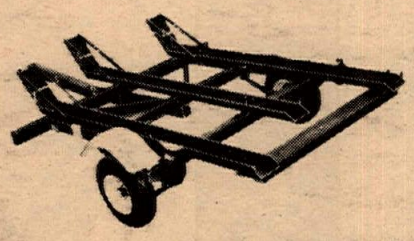
1979 YZ400F
Well maintained, suspension mods, good rubber, alum. silencer, extras. $850.00 negotiable. (213) 793-0993. (2/3)

'78 IT 250, new top-end, seat, plastic, much more, $695.00. (213) 532-1418. (2/3)

MAICO-MONTESA-PARTS
Sales, service, accessories, daily UPS. Motocross specialists, boring, crank rebuilding, porting. THE GREAT ESCAPE, 4454 Bull Valley Rd., McHenry, Ill. 60050. (815) 385-8110. (39/TFN)

1980 CR250R Honda
Excellent condition, Pro-fab swingarm, Works Supercross shocks, folding shift lever, Mikuni carburetor, Boyesen Reeds. $1,150. Leave message (714) 897-4553. (2)

Cycle Trailer...$257 & Up



1, 2 & 3 — Major brands & 4 & 5 Rail Customs — small or large wheels. Also Vehicle & Utility Trailers & Hitches installed. M.S.C. (213) 767-1757. (36/EOI/TFN)

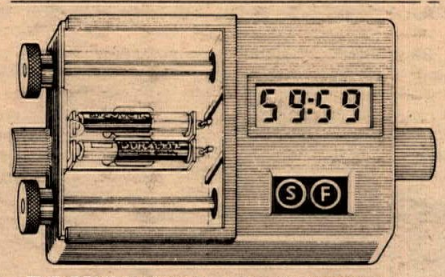
'78 MAICO 450 Enduro. Less than 1000 miles, CHERRY! $695. (213) 377-6137. (2)

Scott Boots $139.95
Close out sale. Includes liners, blk/yel., re/blue, cash price. CYPRESS CYCLE, 4961 Orange Ave., Cypress, CA. (213) 860-6327 or (714) 827-8723. (2)

New, '80 Maico 250
Ridden 3 times, forced sale because of broken neck. $1,750.00 or best offer. (213) 375-0412. (2/4)

RC Engineering 4 = 1 Pipe
Chrome, will fit Kawasaki Z1R or Ltd. NEW, IN BOX, $110.00. (714) 545-4961. (2/5)

Kawasaki KX420
Excellent condition, ported-skid plate, w/r trans — speedo — flywheel — spark arrestor — Metzelers — Boyesen Reeds — modified suspension — many extras, offer. (714) 996-3241. (2/3)



THE COMBO $109.95, clock only $99.95, plus tax, shipping included. Send $2 for complete AA Enduro Products catalog. COUNTDOWN, 22102 Covello, Canoga Park, CA 91303. (213) 348-8381. (31/TFN)

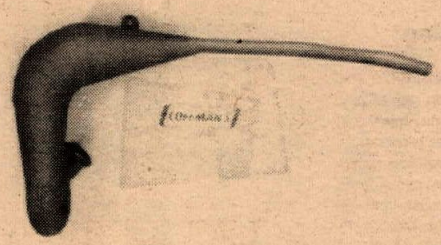
'78 Husky 390CR
Excellent condition, must sell — $1000.00. Call after 6:00 (714) 847-2852. (2)

'78 400 YZ Yamaha
In great shape. Padilla suspension, extras, must sell, $700. (213) 445-8645. (2)

FAST FILL GAS CAN
5½ gallon capacity, fast (approximately 2 seconds/gallon), light weight (6 lbs.), heavy duty aluminum, $106.95. OPTIONAL STAND ($19.95) and OVERFLOW SYSTEM ($24.95) also available. Master Charge and Visa welcome. PACIFIC RACING PRODUCTS ● USA, P.O. Box 178551, San Diego, CA 92117. (714) 278-9808. (36/EOI/TFN)

1980 Husqvarna 250 OR
Excellent condition — many extras: Two tanks, skid plate, aluminum spark arrestor, Metzeler front, etc. — Must sell, $1595.00 or best offer. Call Tim at (213) 361-7173 or (805) 252-9281. (2)

'78 Can-Am 370
Fresh motor, like new. Yamaha front forks, Ohlins shocks, many extras. Would like to trade for XR185 or XR200. (714) 897-2209 — Gary. (2)



Coffman's YZ80H Pipe, $94.50
Increases power throughout RPM range. This is a cone pipe with tapered head pipes. Comes complete with mounting hardware GUARANTEED to work to your expectations. Call or write: COFFMAN'S, 5842-G McFadden Ave., Huntington Beach, CA 92647. (714) 897-2209. (2/3)

1980 RM250T
Piggyback Ohlins, xlnt cond., make offer. (714) 897-5143. (2)

★ Two YZ125G's ★
Both — good condition. $800.00 each. (213) 597-8639. (2/3)

1979 390 OR HUSKY — Ported, Ash pipe, skid plate, Ohlins, extras, $1450.00 O.B.O. (213) 441-1346. (2/3)

'78 Suzuki '79 Husky & trailer
'78 Suzuki RM125 with 2 tanks & Luft reservoir, $650. '79 Husky O/R 250, raced 3 times, injury, $1500. 4 rail motorcycle trailer, $400. (213) 679-2375. (2)

'79 MX175
Good condition, $500 or offer. (714) 597-5268. (2)

'76 RM370
Hardly ridden, stored for 2 yrs., never raced. Stone stock, $500.00 or best. (714) 893-7070. (2/3)

Suzuki GS550E
Trick paint, new Metzelers, best of maintenance, many extras. Must sell, $1400.00 O/B/O. Also many Kawasaki 900 parts. (714) 887-3551. (2/3)

SANO 1978 CHEVY VAN
Power steering, powerbrakes, air, AM-FM cassette, mags with radials, custom interior, hibacks seats, tilt wheel, hitch, sunroof, 350 auto, $5000. (714) 892-0151. (1/2)

TZ250E
Generous spares, fresh crank & barrel, wide rims, rain tires, powerjet Mikunis and Els. Clean, fast, and priced to sell. After 6:00, (215) 446-5123. (1/3)

OLD, unusual or racing motorcycles wanted. I have 50 used modern cycles to trade. Write to John, 5128 6th Ave., Kenosha, WI 53140. (1/4)

XR750 FRAME: $400. Gas tank, $60. Cerini triple clamps, $25. '73 YZ250 engine, $85. (504) 775-8246. (1/2)

1980 XR750: Brembo, Viper wheel & disc, spare pipes, $5,300. 1974 Can-AM 175 MX-1 for parts — good 6 speed, new bore & piston, rebuilt frame, best offer. (309) 682-4183. (1/2)

1980 390 Husky OR
Excellent condition, ridden very little, El carb, K&N air filter, 17 x 500 rear tire, $2000.00 or best offer. (213) 424-1179. (1/2)

BMW '79 R65
$2,875 — silver, 9,000 mi. (714) 885-0215 or (714) 793-4955. (50/3)

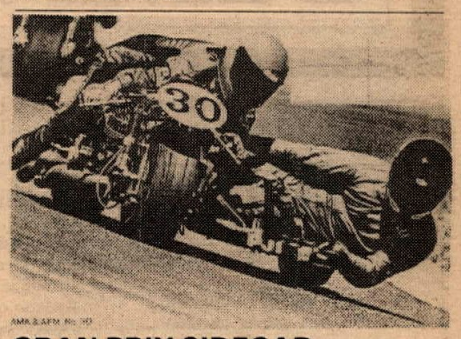
1979 Husqvarna 390CR
Immaculate condition, white plastic OR replica tank, Ash pipe, fresh top end, front Metzeler, come see. Call Steve, (714) 774-4440. $1350.00. (1/4)

For Sale 11.8 acres
Paved Co. road, elect., 2 wells, spetic system, pad for double mobile. Practice tracks in immediate area. (707) 928-5686. (1/2)

CZ — JAWA — BABETTA
Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4788. (1/TFN)

National Equipment
1975 XR750, super clean, super fast, chrome frame, new glass, adjustable pivoting swingarm, O'Brien heads, special factory cams, Patrick pipes, PRICED TO SELL. National #26 Tommy, call days till 5:00 p.m. (EST) (216) 399-7836; after 5:00 (216) 898-1138. (50/3)

The Biker's Watch
Add a touch of class to your riding apparel. Swiss pocket watches with covers and chains, 17 jewels, full year guarantee. For riding suits, jackets or leathers. Specify gold or silver, $49.50/ea. Porcelain cover, $69.50/ea. Full refund if not satisfied. Jorge A. Silva, 209 Vineyard Rd. NW, Albuquerque, NM 87107. AAMRR #3331. (1/2)



GRAN PRIX SIDECAR
Race ready, ex-Coleman chassis, '79 Laguna Seca winner. Current A.R.R.A. #1. Fresh Kawasaki H-2 with Lectrons. Two club races on new Goodyear slicks; exceptionally clean, fast, and reliable. $4,000 cash. (714) 884-0266. (1/2)

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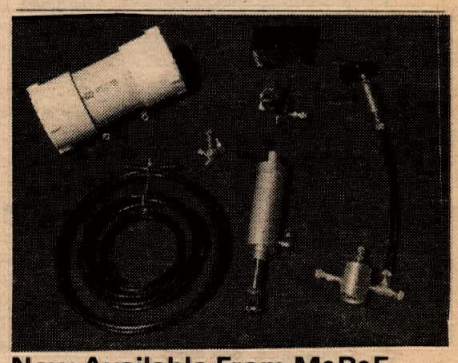

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